Bombay Gazette.

VOLUME 30:] WEDNESDAY, MAY 26, 1819. [NUMBER 1512.

A CARD.

THE Right Hon'ble the Governor requests the Gentlemen of His Majesty's and the Honourable Company's Civil, Naval, and Military Services, will favor him with their Company at a Ball and Supper at the Government House on Friday the 4th of June, in honor of His Majesty's Birth-day.

C. WALKER,
D. C.

Government House,
Bombay, 26th May 1819.

NOTICE IS HEREBY GIVEN.

THAT a Packet is now open at this Office for the reception of Letters to be transmitted to Europe, by the Kings Packet mail Cerberus; which will be Closed on or about the 10th of June next.

C. LAW,
H. M's Dept. P. M. Gen.

BOMBAY,
H. M. GEN. POST OFFICE,
24th May 1819.

FOR SALE.

AT
Messrs. PEREIRA & SOBRINHO'S
GODOWNS,
In Nesbit Lane,

A FEW Boxes of Fresh French Claret, and real Cogniac Brandy, just Landed from the Ship Bourbon.

Bombay, 25th May, 1819.

NEW AUCTION ROOMS.

John Yeates,

WILL SELL
BY PUBLIC AUCTION.
This Day and To-morrow,

SEVERAL Articles of Plate, Plated ware, Glass ware, Queen's ware, Pictures, Furniture, Books, the Properties of a Gentleman deceased, and of another going to Europe. Also some Sadlery, Liquors, &c. &c. &c.

At Twelve o'Clock precisely will be put an Arab Horse, fit for the Field, warranted Sound and free from vice, the Property of an Officer going to Europe.

Also a neat Europe built Phaeton, just Landed from the Ship Borringdon, with a driving Box, to take off at pleasure & so light as to be drawn by one Horse, with a Pole for a pair.

Apollo Street, 26th May, 1819.

NEW AUCTION ROOMS

On account of whom it may concern,
John Yeates,

WILL SELL BY PUBLIC AUCTION
To-morrow Thursday 27th Instant,

ABOUT two hundred and sixty bundles of plate Iron, imported on the JEMIMA, and consigned to FRAMJEE COWAJEE.

The sale to commence at 1 o'Clock precisely.

Apollo Street, May 26th 1819.

જાહેર ખબર*

નવા લીલાવ ખાનામો જોન ઇટ
શાલીમાવ્રો વેચશે પ્રણીનો
ખાનામો છપ્પા ફરક્કોજનો ખા
ના* જરશપતવારને દીને ના૦
૨૭ મી માર્ચ મહીનાની ૧૬ પ્પો
ર્ના પ્હાર ઉપર ટક્કા કલાકને
અમલે* (૨૬૦) ના રા લોહે

FOR A PORT IN GREAT BRITAIN,

TO CALL AT CORK FOR ORDERS,
THE SHIP
ASIA,

JAS. LINDSAY, COMMANDER,
Now on her First Voyage.

WILL be dispatched on Sunday next. For terms of passage, having commodious cabin, and room for one Passenger. Apply to Captain Lindsay at Messrs. RITCHIE STEUART & Co.

Bombay, 26th May, 1819.

Boyce & Co.

HAVE for Sale a small quantity of Chateau Margeaux, just imported by the Lady Borringdon, which they can recommend as Sound, and Genuine, at 16 Rupees per Dozen.

Bombay, 26 May, 1819.

Boyce & Co.

HAVE for Sale a Beautiful New Double Barrelled Gun, from Parker, with Every Modern Improvement of Real Utility.—Gold Pans, Bauds and Mash; Silver Ornaments Engraved; Platina Touch Holes; Joint in Locks; in Mahogany Case, lined with Velvet.

Price. . . . . 600 Rupees.

Bombay, 26th May, 1819.

Boyce & Co.

RESPECTFULLY acquaint the Ladies and Gentlemen of the settlement and Outstations, that they will on Saturday morning next, open for sale at their Store, the following English Cotton Goods and Woollens imported by the LADY BORRINGDON, in the highest state of preservation and which will be priced at the most moderate rates.

VIZ.

Fancy printed Chintz.
Rich Furniture Chintz.
Grecian striped Chintz, on Cambric Ground.
Beautiful white India Jeans, Marseille Waist coating.
Beautiful 6¼ Senna Cloth.
Do. 6¼ Jaconots.
Do. Cambric Muslins.
Jaconot bordered Handkerchiefs.
Pulicat Handkerchiefs.
Superfine Scarlet Broad Cloth.
Superfine Blue do. do.
Superfine Black do. do.
Lady's Superfine black Cloth.
Superfine black Kerseymere.
Do. white Uniform do.
Do. Regulation Grey do.
Scarlet, blue and black Camblets.

The length of the pieces of the different descriptions of Cotton Goods, & the price by the piece; and the Yard, will be published in next Saturdays Courier.

Orders from Ladies and Gentlemen at Outstations, will be executed with carefulness and dispatch.

Bombay, 26th May 1819.

BOOKS
FOR SALE
AT THE
Gazette Office,

1 Vol. Quarto, Narative of a Residence in Algiers,	Rs.	20
1 British Review No. 19.	"	2
1 Prospectus of a National Poem,	"	1
1 Quarto, Essay on Consciousness.	"	12

Bombay, 31st March, 1819

A CARD.

THE Second Part of the Gazette Kalender and Directory is ready for delivery, and the Army List is in a course of preparation.

Bombay, 7th April, 1819.

Bombay Gazette.

Wednesday, 26th May 1819.

GENERAL ORDERS.

By the Right Honorable the Governor in Council

BOMBAY CASTLE, 12TH APRIL 1819.

THE Right Honorable the Governor in Council is pleased to direct that the Lascars attached to the Gun carriage manufactory be encreased to a full company, as the fixed Establishment of that Department, consisting of the following strength.

1, Syrang.
2, First Tindals.
2, Second Ditto.
70, Lascars.

That they be clothed annually and admitted to the Invalid and Pension Lists, under the provisions which apply to the Native Troops.

That they be subject to trial and punishment by Courts Martial, at the discretion of the Agent for the manufacture of Gun Carriages and Commandant of artillery.

That all recommendations for promotion to either rank of Syrang or Tindal be submitted by the Agent for Gun carriages through the Commandant of Artillery for the approbation of the Commander in chief.

That the Syrangs, Tindals and Lascars be regularly mustered, and the pay of the company drawn for by the Agent for Gun carriages.

Bombay Castle 14 *May* 1819.

Captain Andrew Anderson, of the 9th Regiment Native Infantry, is allowed a furlough to Eu on sick certificate for a period of three ye the date of his embarkation.

The following promotion is ordered

Medical Establishment,—Senior Assistan geon F. Trash to be Surgeon vice Gordon ed Date of rank 3d May 1819.

Assistant Surgeon Edmund C. Harrison rison Assistant Surgeon at the Presidency lowed a furlough to England on sick ce for a period of three years from the date embarkation.

Assistant Surgeon J. G. Moyle is appoi succeed Mr. Harrison as Garrison Assistant of Bombay.

Bombay Castle 15*th May* 1819.

The Field Force at Malwan having been up, the following staff and departments are immediately with drawn and discontinued.

Assistant Quarter Master General.
Interpreter to the Commanding officer.
Deputy commissary of stores.
Bazar Master.

Major of Brigade & Quarter Master of Bri Acting adjutant to the detachment of arti and generally all appointments and establish of whatever description made on the assem of the field detachment.

Lieutenant Henderson, Deputy Paymaster, turn to Bombay, and the payment of the T in the Southern Konkan to be conducted fron 1st of June, according to the system presc by the general orders by Government of the August 1817.

The Governor in Council notifies on this sion the appointment of Captain G. Hutch of the 10th Regiment Native infantry t charge of the political duties at Warree the Hon'ble the Commissioner in the Deckan.

Bombay Castle 17*th May* 1819

The Right Honorable the Governor in Cou is pleased to permit Robert Stenart Esq. Su on and president of the Medical Board to ceed to England on the free Trader Bl Hall, and to resign the Honorable Comp Service from the date of his embarkation.

The Governor in Council will have much sure in bringing to the notice of the H Court of directors the professional talents zeal of Mr. Surgeon Stewart so conspicuously ed in their service during an uninterrupted riod of nearly thirty one years.

Published by Order of the Ri Hon'ble the Governor in Co

J. FARISH.
Sct. to

CIVIL APPOINTMENTS.

MR. VICESSIMUS HALE, Judge audge a minal Judge in the Southern Concan.

Mr. William Stubbs, Register.

Mr. John Hinde Pelly, Collector and trate in the Southern Concan.

Mr. Robert Lestock Ried, Actig First as to ditto.

Mr John Andrew Shaw, Acting Second dit

Mr. Thomas Williamson, Acting First a to the Collector and Magistrate at Surat.

Mr. Edward Bridgeman Mills, Acting assistant to the Collector at Ahmedabad.

Mr. Thomas Charles Frazer, Collector ustoms in the Concan.

BOMBAY.

ARRIVALS.—May 18th, Captain F. B. Major from Seroor.

19th, Lieutenant J. Carr, Invalids.

21st Lieutenant F. T. Favell, 2d Callian.

Ditto, Lieutenant S. Turner, 1st Bhewndy.

Ditto, Lieut. H. Spencer, 2d 3d from

Ditto, Lieutenant C. Watkins, 2d Bhewndy.

Ditto, Assist. Surgeon J. G. Moyle Artillery from Seroor,

Ditto, Lieut. J. Scott, 1st 5th from Poonah.

23d, Dr. Gibson, from Tannah.

24th, Cadet R. Ord, Infantry from Europe.

DEPARTURES.—May 19th Lieut. Col. Hodgson, M. Establishment to Madras.

20th, Captain W. Stokoe, I. V. C. to Poonah.

Ditto, Assistant Surgeon James Dow, 1st 10th Regiment to Severndroog.

23d, Lieut. W. Cavaye, 2d 11th Regiment B. N. I. to Poonah.

Ditto, Lieut. Alexander Rind, Aux. Horse.

24th Captain Bagnold, 2d Battalion 3d Regiment to Surat.

Ditto, Lieut. J. Sandwith, 2d, 1st Regt. todo

Ditto, Ensign S. Hemming, Engineers to do.

Ditto, Lent. Forbes 2d, 8th, to Surat.

Ditto, Captain Pierce,, Horse Artillery to Poona.

Ditto, Lieut. Gibson, do. do.

Ditto, Asistant Surgeon Moyle, do. do.

Ditto, Lieut. W. Lardner, 1st Battalion 11th Regiment to Porebner.

Ditto, Lieut. T. Graham, 1st 3d Regt.

Ditto, Lieut. Col. G. M. Cox, 1st 2d Regt. N I. to Poonah.

Ditto, Captain J. Morris, Regt. N. I. to Poonah.

Ditto, Capt. J. Innerarity, B. Q. M. to Poonah.

Ditto, Lieut. W. Jacobs Artillery, to Serroor.

25th Captain T. G. Stewart, 1st Battalion 7th Regiment to Serroor.

25th Lieut. Carr Invalids, to Anjenwell.

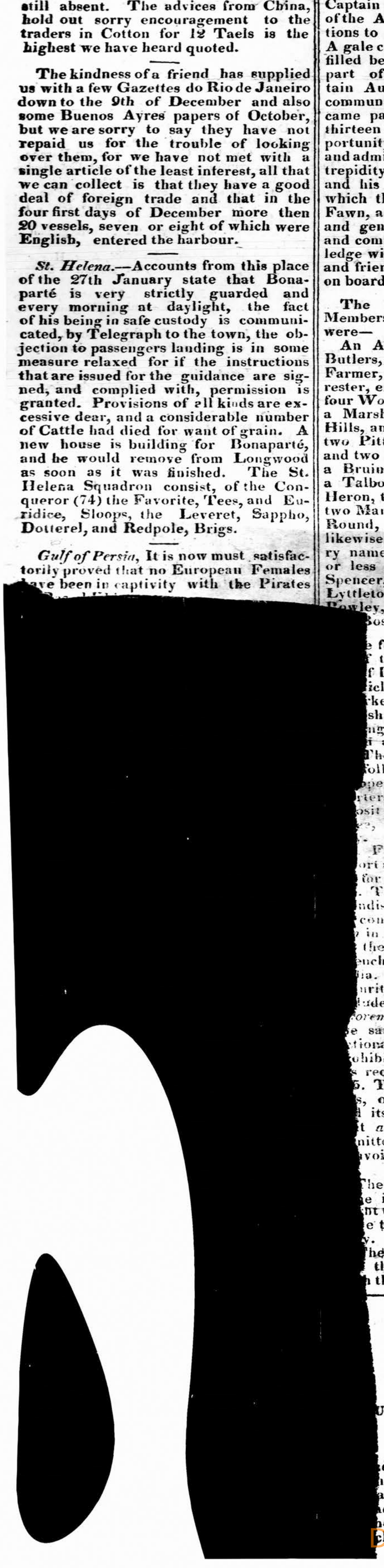
25th Lient. F. T. Favell, 2d, 3d, Regim to Suaat.

prolific in arrivals, we have had ships from China, from the Brazils, from both the Gulfs, and from divers other places but those who possess most interest are still absent. The advices from China, hold out sorry encouragement to the traders in Cotton for 12 Taels is the highest we have heard quoted.

The kindness of a friend has supplied us with a few Gazettes do Rio de Janeiro down to the 9th of December and also some Buenos Ayres papers of October, but we are sorry to say they have not repaid us for the trouble of looking over them, for we have not met with a single article of the least interest, all that we can collect is that they have a good deal of foreign trade and that in the four first days of December more then 20 vessels, seven or eight of which were English, entered the harbour.

St. Helena.—Accounts from this place of the 27th January state that Bonaparté is very strictly guarded and every morning at daylight, the fact of his being in safe custody is communicated, by Telegraph to the town, the objection to passengers landing is in some measure relaxed for if the instructions that are issued for the guidance are signed, and complied with, permission is granted. Provisions of all kinds are excessive dear, and a considerable number of Cattle had died for want of grain. A new house is building for Bonaparté, and he would remove from Longwood as soon as it was finished. The St. Helena Squadron consist, of the Conqueror (74) the Favorite, Tees, and Euridice, Sloops, the Leveret, Sappho, Dotterel, and Redpole, Brigs.

Gulf of Persia, It is now must satisfactorily proved that no European Females ave been in captivity with the Pirates



e following are the principal artic- f the ordinance published at the f Bourbon :—

icle I. All merchandise whatever, rked on board either French or sh vessels at the Mauritius, and ng direct from thence, shall be re- at Bourbon.

The merchandise to be admitted on following conditions, viz. that of pe for consumption ; that from other ters, either for consumption or sit ; Colonial produce, such as sugar, , cotton, indigo, &c. for deposit

French and English vessels may ort all kind of merchandise from Bour- for the Mauritius & its dependencies. . The duties on importation on mer- ndise from the Mauritius, imported consumption, are 4 per cent. *advalo-* in additiona to what would be paid the same articles exported by a nch vessel direct from Europe or ia. The duties on the export for the uritius of the colonial production luded in article 2nd, are 8 percent. *ad orem*, above what would be paid by e same articles exported to France in tional vessels. Exportations may be ohibited when imperious circumstan- s require that measure.

5. The import duties from the Mauri- s, on the merchandise of that Island its dependencies, shall be one per t *ad valorem.* No merchandise to be nitted in deposit, if the value according voice, do not exceed 12,000 francs.

The Bengal post has already met with e interruption, the Journals that nt to have reached yesterday did not e to hand; the latest one is of the 2d y.

he Madras papers that did come in the appearance of having fell in the S. W. monsoon.

UTICAL NOTICES, CHRONICLE, and NAVAL REPORT.

e Honorable Company's Cruizer , returned to the harbour on Fri- ast, having performed the survey of droog most satisfactorily.

he Glorioso from *China* the 1st of ch anchored in the harbour on Monday, we are already in possession of later news from China, than any brought by this opportunity. The Glorious, sailed from Bombay the 1st of November and made a passage of 83 days to China proceeding through the straits of Lombock, and along the North coast of Flores. On her return she had communication with the new settlement of Singapore, and was informed, that they were under some apprehension that the Dutch would turn them out, the Glorioso fell in with the His Majesty's Ship Topaze, off Acheen head in the end of March, & on the coast of Malabar fell in with the Udney Captain Pelly, and another ship bound to the Gulf of Persia. On her passage across the Bag of Bengal she fell in with a Portuguezo ship who had lost her masts, this ship was bound from Prince of Wales Island to Goa, the Glorioso supplyed her with many necessaries and she returned to Prince of Wales Island, to refit.

The H. C. Cruizer Teignmouth and Nautilus, from Mocha, arrived at Muscat on the 11th instant. In the entrance of the Red Sea they fell in with H. M. Brig Bacchus and cruised for some days in company with her, in quest of some Joasmee boats,

The Samarang of this port arrived at St. Helena on the 24th December all well. The Surat Castle and Victory who sailed from this place on the same day, had not reached. The H. C. Ship Lushington and Hannah, had also arrived, there on the 27th January.

During the prevalence of the strong Southerly winds in April, the Honorable Company's Cruizer Rodney and several merchants boats were lost on Surat bar. The Rodney was received from the Dutch when we took possesion of their Factory in or about the year 1777, her precise age is therefore not known, but supposed to be near sixty.

The Isabella, Captain Scarvell, from Mocha the 12th April brings the account of the wreck of the American Ship Fawn, on the Panther shoal on the 19th March. Captain Austin & thirteen of the crew came passengers in the Isabella.

The Jessy Captain Landale sailed from Mocha for Suez on the 16th March, her passengers much improved in health.

~~The Asia, free trader,~~ taken her departure, on Sunday next, letters will be received at the office of Messrs. Ritchir Stewart and Co. until the forenoon of that day.

The English ketch Myra, Captain Skene, from Bombay, and Aleppee the 22d of February, arrived at the Isle of France on the 29th of March.

BOMBAY.

ARRIVALS.—May 19th, Brig Prime, Captain William Lewis from Penang left 5th, March.

Ditto, Ship Brampton, (Free Trader) Captain William Green from Liverpool, 11th, December.

21st, The H. C. Cruizer Sylph, Lieut. B. Dominicete, from Gheriah, 11th, May.

Ditto, Brig Penang, Captain J. Bacon, from Penang, 12th, February.

23d, Ship Isabella, Captain Scarvell, from Judah and Mocha, 12th. April.

Ditto, Portuguese Ship Europa, Captain Antonio de Souza from Rio de Janeiro.

Ditto, French Ship La Enterprise' Captain Js. B. Momus, from Bordeaux, 21st, Nov.

24th, Ship Glorioso, Captain John Paterson, faom China, 1st, March.

26th, H. M. Ship Eden, F. E. Loch, Esq. Captain, from Bushire and Muscat, 2d, May.

Ditto, American Ship America, Capt. Rossiter, from Philadelphia, and Madeira the 27th January.

Ditto Ahmedy Grab, returned from Sea, being unable to make the direct passage to Muscat.

Mr. Thos. McCarthy, Mariner, George Taylor, H. C. Marine.

Passenger per Sylph.

Lieutenant Waddington.

Passengers per Isabella.

Captain Austin, late of the American, Ship Fawn, Mr. Barkin, and Eleven, of the Crew.

Passenger per Glorioso.

Mr. Ord.

DEPARTURES.—May 19th, Ship Friendship, Captain Wm. Black, to Madras.

21st, Brig Cadray, Naqudah Aboobucker, to Pulo Penang.

23d, Ship Blenden-Hall, (Free Trader) Captain Wm. Martin, to London.

Ditto Sullimany, Captain Robert Suxpitch, to China.

26th, Ship Partridge, Captain Kellie for London.

Ditto, Lowjee Family Captain Seaton, for China.

Ditto, American Ship Portland, Capt. Webster, for America.

Passengers by Friendship.

Colonel Hodgson, M. E. Lieut. Forbes.

Passengers by Blenden-Hall.

Robert Stewart, Esq. Captain Nixon, H. M. 17th, Foot, Mrs. Nixon, and Child, Captain Coombs, M. E, Captain Geoge Hemmett, Country service, Asistant, Surgeon E. C. Harrison, Mrs. Harrison, Dr. Colquhoun, Captain Anderson, Lieut. R. Pouget, and a Child, Thomas Mayhew, Miss Pamele, & Ann Boye.

Passenger by Sullimany.

Mr. Jardine.

SHIPS LOADING.

English.—Ship John Taylor, Captain Atkinson, for Liverpool.
Ship Asia, Captain Lindsay, for ditto.
Ship Waterloo, Captain Lovel, for London.
Ship Lady Borringdon, Captain Living, for ditto.
Ship Barkworth Captain Frazer, for ditto.
Ship Cerberus, Captain——for ditto.
Ship Castlereagh, Captain Briggs, for China.
Ship Ann, Capt. Biddoch, for ditto.
Ship Bannerman, Capt.——for do.
Ship Cornwallis, Captain Graham, for Calcutta.

French.—Ship L'amiable Peggy, Capt. Fournier for Bordeaux,

LIST OF SHIPS IN THE HARBOUR.

H. M. SHIPS.

Minden, —— Eden,

H. C. CRUIZERS.

Psyche Sylph.

SHIPS OF THE PORT.

Ann, Asia Felix, Bannerman, Castlereagh Helen, Cornwallis, Glorioso, Glenelg, Fatteh Alvadood, Asia,

BENGAL.

Hibernia, brig. Isabella.

ARABS.

Faz Rubanee, Seton Grab, Ahmedy, Salamutty Savoy Grab.

AMERICANS.

America.

CEYLON.

Minerva, Ariel brig.

FREE TRADERS.

Asia, Jamima, Barkworth, Lady Borringdon, John Taylor, Cerberus, Hyperion, Waterloo, Orpheus, Elizabeth, England, Westmoreland, Brampton.

FRENCH.

L'aimable Peggy, Bourbon, Enterprise.

PORTUGUESE.

Europa.

CALCUTTA.

ARRIVALS.—The Fanny, Smith, from the Isle of France, 14th March.

DIAMOND HARBOUR.—Remains the Cambridge, and Lady Carrington.

Po, gone down.

Fanny and Kronprindsessin, inward bound, also remain.

KEDGEREE.—The Forbes put back.

The ship Brixton, Capt. C. London, will sail for the Cape of Good Hope, in a day or

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MADRAS.

ARRIVALS.—May 7, Cutter Frolick, J. Dempsey, from Trincomalie 5th May; 9, Ship Bleuheim, W. Shirly, from London 10th December; do. Ship Richmond, H. H[illegible] from London 29th June Colombo and Point de Galle 3d May; 10, Ship Triumph [illegible] from Bombay 19th April; do. Schooner Maria, J. Wasmouth, from Colombo 2d May; [illegible] Brig, Maria. J. K. Catter, from Calcutta 3d April; do. Ship Bombay Marchant, G. Row, from Bombay 28th April and Point de Galle 9th May; Passenger, Mr. R. Leigh.

DEPARTURES.—May 5, Brig Wasp, W Chick, for Calcutta; 7, Ship Perseverance, J. Greig, for do.; 8, Brig Helen, G. Mackintosh, for Sumatra; do. Ship Lang, J. Clark for Calcutta; do. Cutter Frolick J. Dempsey, for do; 9, American Ship Oscar, Samuel Briggs, for Pondicherry; 10, Brig La Clelie, F. Floris, for Pondicherry and Mauritius; 11, Ship Friendship. Wise, for Calcutta.

General Register of Marriages, Births and Deaths.

BOMBAY.

MARRIAGE.—18th May at Malwan, by Vicesimus, Hale Esq. Captain Gideon Hutchinson, of the Bombay, Military Establishment, to Euphmeia Catherin, Widow of the Late John White Esq. of the 17th Light Dragoons.

DEATHS.]—Friday morning Captain George Ross of the Country Service.

On the 5th May, at the Cantonment of Mhow in Malwa, Lieut. Bell of the Russell Brigade (on the half pay of His Majesty's 56th Foot) an Officer whose conduct and character obtained him in the commencement of the late war a situation on Brigadier General Malcolm's Staff in which he remained till his death. Lieut. Bell was only 23 years of age. To a mild temper, an affectionate heart & the most correct and honorable principles he added

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great zeal and ardour in his profession as a Soldier. His qualities made him beloved and respected. The deep regret felt by all who knew him for his loss, is at once the best and most sincere tribute that can be offered to his Memory.

At Broach on the 10th instant, Margaret Ann, daughter of Capt. William Meall.

BENGAL.

BIRTHS.] At Chowringhee, on the 14th April, the Lady of the Reverend Thomas Robinson. Bombay Establishment, of a Son.

At Kooruntah Dhee, on the 3d April, at the house of Captain J. Hunter, the Lady of the late Major G. F. Harriott, of a Daughter.

DEATH.] At the Presidency, on the 19th April, of the Cholera Morbus, Captain Thomas Montgomerie, of the Horse Brigade, and Aide-decamp to His Excellency the Most Noble the Marquis of Hastings, aged 22 years.

On the 20th April, Mr. James Wade, at a very advanced age—the Father, as it were of the Pilot service, having long been the oldest Branch Pilot in the service. It may be truly said of this every worthy and excellent man, that many will miss him; he was a man possessed of the most human and tender heart—and his purse was always open to the needy.

On the 18th April, Dr. Laurent Gregorine—aged 47 years.

On the 17th April, Mr. John Smith, Boat. Office Keeper.

MADRAS.

MARRIAGE.] On the 3d Instant, John A[illegible]son, Esq. to miss Margaret Baboom.

DEATH.] On Saturday, the 1st Instant, Mr. Benjamin Jo[illegible]son, aged 20 years.

Calcutta.

CURRENT VALUE OF GOVERNMENT SECURITIES.

1ST. MAY 1819.

BUY 1 Rs. 2 As. { Six per Cent Loan / Promissory Notes. } SELL 1 Rs. 6 As.

The following Regulation is published for General information.

A. D. 1819. REGULASION IV.

Regulation for the Appointment of a Board, for the Superintendence of the Revenue derived from Customs, Town Duties, Salt and Opium:—PASSED *by the Governor General in Council on the 22d April, 1819. corresponding with the 11th Bysack 1226 Bengal era; the 12th Bysack 1226 Fusley; the 12th Bysack 1226 Willaity; the 13th Bysack 1876 Sumbut; and the 26th Jumadee-us-Sanee 1234 Higeree.*

PREAMBLE.—Whereas it is desirable that the Board of Revenue should be enabled to devote their attention exclusively to the important arrangements now in progress in the interior part of the Country, and especially that they should from time to time personally visit the districts under their controul;—and whereas it appears necessary for that purpose, to relieve the said Board from the Superintendance and Controul of the department of Customs and Town Duties;—and whereas with a view to the improvement of these branches of the Public Revenue, and to the promotion of the interests and convenience of the Community, it further appears expedient to vest the Superintendence of the several Custom Houses in the Province of Bengal in a distinct Board, which shall sit daily (Sundays and Holidays excepted) for the transaction of Public business connected with the said Custom Houses, and shall perform such other duties relating to the Commercial Concerns of the Country, and the perception of the Revenue derivable there from, as Government shall from time to time direct;—and whereas it likewise appears expedient to unite under one Authority of Controul, the Departments of Customs, Salt and Opium; and it is also desirable otherwise to modify the constitution of the several Boards entrusted with the Superintendence of the Territorial Revenues, of this Presidency;—the following Rules have been enacted, to be in force from the first of May next ensuing.

II. First. So much of the Rules contained in Regulations IX. and X. 1810, and in any subsequent Regulations, as renders the Collectors of Government Customs and town duties within the Province of Bengal, and the Officers subordinate to them, subject to the authority of the Board of Revenue, and vests that Board with the several powers and duties relating to those branches of the Public Revenue, specified in the Regulations aforesaid,—is hereby rescinded and annulled.

Second. In like manner so much of the Regulations in force as renders the Salt and Opium Agents, Superintendents of Salt Chokies, and the Officers subordinate to them, subject to the Board of Trade, and vests that Board with the several powers and duties specified in the said Regulations,—is hereby rescinded and annulled.

III. First A Board shall be constituted, consisting of such number of Members as the Governor General in Council from time to time determine, for the Superintendence of the several branches of the Public Revenue above-mentioned, to be denominated the Board of Revenue in the Customs, Salt, and Opium, Departments.

Second. The Board aforesaid is hereby vested with all the duties, powers, and authority heretofore legally possessed and exercised by the Board of Revenuee, with respect to Customs and town dutis.

Third. The aforesaid Board are likewise hereby vested with all the powers, duties, and authority heretofore legally possessed and exercised by the Board of Trade, in the Salt. and Opium, Departments.

Fourth. The Members of the said Board, and the several Officers attached to it, being Covenanted Servants of the Company, shall previous to entering upon the execution of the duties of their respective Offices, severally take the Oath prescribed by Act of Parliament for Servants of the Company employed in the Management and Collection of the Revenue, before the Governor General in Council, or such person as he may appoint.

Fifth. It shall be competent to the Governor General to authorize a single Member of the said Board to exercise, either generally or locally, all the duties, power, and authority which are vested as aforesaid in the Board collectively, whenever circumstances may render such an arrangement advisable.—It shall further be competent to the Governor General in Council to authorize the several Members of the said Board, separately, to exercise at the same time and within the same limit, or within distinct limits such part of the said duties, power, and authority, as it may be judged proper to assign to each respectively, whenever, for the greater dispatch of business or other cause, it may appear advisable to divide the business of the Board, or to assign any special charge to any Member separately.

W. B. BAYLEY, *Chief Sect. to the Govt.*

JUDICIAL DEPARTMENT, *the 26th April* 1819.

The Knights of Malta or the second Members of the Order of St. John of Jerusalem have, it seems, actually addressed to the Sovereigns, at Aix-la-Chapelle, a remonstrance on the subject of their [illegible] circumstance." The following are some passages of it:—"By what fatality was this Order, so ancient, so absolute, and so respected, suddenly deprived, in 1800, of Malta, and afterwards stripped of all its territorial possessions. There is not one of your Majesties who doubts, but that it is to be solely attributed to the French Revolution, and to the perfidy of those who conducted it. Malta was not conquered; it was revolutionized! An insurrection has fomented—treason opened it to him; that is to say, the Order of St. John is despoiled precisely by the same cause, which has induced the Allied Powers at length to stop the devastating current, and to restore every where those who have been its victims. By what act, above all, is the Order presumed to have abdicated its power at Malta." The Memorial concludes as follows:—"Justice to all, is the noble task, which the Confederation has imposed on itself. It has resolved to replace things in Europe on their ancient footing; to re-constitute all the foreign Powers; in a word, to re-establish the rights of Legitimacy!" It must be satisfactory to the friends of things as they ought to be, to learn that this foolish Memorial has not been able to excite any attention or interest whatever in the illustrious Individuals to whom it is addressed.

The Hercules, Captain Henderson, on her way from the Coast of Chili, touched at Pitcairn's Island, and there saw Mr. Adams and the descendents of the eight mutineers of the Bounty; who ran their ship on shore at that place, and who were, until the arrival of the Briton Frigate, supposed to have been lost. Mr. Adams is the only one of the Bounty's crew remaining; he has three sons, and the total population of this small Island is forty-five persons; they are described as a fair race of people, well behaved, and religiously disposed.

The Leith and Hamburgh Shipping Company's smack Albion, arrived at Leith on the 5th of December, having left the river Elbe on the 28th of November, at which time the river was free from ice. There had been no appearance of ice last season, except on two days, but when the Albion sailed it had entirely cleared away, and the weather was extremely mild.

Yesterday was reported the arrival of the brig *Fanny*, Captain J. B. Smith, from the Isle of France the 24th March. The *Forbes*, which had put to sea on Wednesday, returned to the New Anchorage on the following day—from what cause is not stated.

We have looked over the Mauritius Papers of February and March, received by the late arrivals, but have not observed any articles of particular interest among their contents. We notice that various sales by auction took place at Port Louis, in the early part of March, of damaged goods shipped originally, on the *Thetis*, Captain J. B. Brown and *Woodbridge* Capt. Munnings, with condemned masts and rigging belonging to the former, all of course on the account of the underwriters.

A severe Ordinance was published at Bourbon in the name of the French King, respecting the introduction of Dog into that Island from the Isle of France or India. This it entirely prohibits, and imposes heavy penalties on those who may transgress against the enactment.

The ship *Shawfield*, having been condemned by the Vice Admirably Court, as prize to His Majesty's ship *Magicienne* was sold on the Exchange at Port Louis on the 25th February.

The *Ennore Transit*, Captain John Greig, arrived at Batavia, on the 16th March, last from Siam.

The brig *Favorite*, Captain Roe, was about to take her departure for the Mauritius, when the *Lord Melville* left Batavia roads.

On Wednesday following an Inquest was held on board the ship *Pascoa*, now laying at moorings off the Armenian Ghaut on the body of a Classie, named *Prawn*, who, from the clearest testimony, died of the Cholera Morbus and not from any hurt or injury whatsoever as had been vexatiously suggested A verdict was returned—"*By the visitation of God.*"

SINGAPORE.

As the Chinese seem to be flocking in, it may be expected very soon to be able to supply abundance of that valuable article of consumption to the shipping in any quantity they may require. The produce of the island is Cutch or Gambier. Tin ore is found and brought over from the adjacent islands in its crude and original state, for the purpose of being smelted here. There are three or four smelting pans, rather rude and clumsily constructed, but which answer very well for the purpose of smelting the ore. A wide field is open for the researches of the naturalist to explore and comment upon the hidden wonders of nature. The climate is very healthy and salubrious; in fact you can see in depicted in the countenance of the inhabitants, for they appear to be healthy hale and robust. There is no sickness peculiar here to the Island—the natives say, "that they do "not know what sickness is, but that "persons do sometime die when they are "old." A good supply of Attaps & Nee[illegible], Bamboos, &c. for the erection of temporary building may be had and procured very cheap. Five or six days after our arrival, fifteen Malay boats with whole families in them have come in from the adjacent islands and still continue to flock in. A China Junk from China, likewise came in a few days after our arrival, with gruff goods and earthern-ware, with a bout forty Chinese settlers. There is an excellent river, which runs to the foot of the hill commanding the town, where small craft lay with perfect safety and security, and are not visible from the harbour, as they are completely sheltered from view.

By accounts from Bencoolen, we learn, that the two ships which conveyed the relief to that place, have been again taken up, the Cornwallis at 9000, and the James Scott at 8000 Rupees per month, and have gone to the Eastward with troops.

The third number of *Le Conservateur* has just appeared. Its Editors continue to fight courageously against the fate which pursues their party. It is a curious spectacle to see the most illustrious names of our old history at the bottom of the articles of this pamphlet. The sons of the *preux Chevaliers* abandoning the now useless lances of their ancestors, present themselves in the lists like plain *Bourgeois*, with pen and ink-horn in hand. Nothing can throw a greater light on the epoch in which we live, than to see men to whom our political institutions assign so high a rank in the world, convinced that they canot preserve any importance in it without taking part in the editing of a Journal."

COMMERCIAL REPORTS.

(From the Exchange Price Current)

Cotton—We have not heard of any thing having been done in this lately. A small parcel of Jaloon, consisting of 122 screwed bales, dirty, and of inferior quality, was put up for public sale at the Exchange, on the 10th instant, and bought in, the highest offer being Sicca Rupees 13-8 per bazar maund.

Indigo—We cannot state any alteration in this; there is some enquiry after the finer qualities, but very little of it in the market.

Rice—Maintains last week's prices.

Ginger—Has rather declined.

Piece Goods—There has been very little done in these during the week, with the exception of a few trifling alterations in prices.

In *Sugar* and *Saltpetre* there is little doing.

We cannot yet state any fixed Freight to London: 71. 10s. is the general rate at present paid for Dead Weight, and from the great scarcity of Light Freight this may be stated at the same rate.

Madras.

MAY 10.

"*La Clelie*, Captain Floris, which arrived on Wednesday, having left Bourbon the 7th March, brings intelligence of having seen a vessel on the 17th April about 50 leagues S. E. of Ceylon, without masts keel upwards.

The burthen of the vessel was supposed to be from 100 to 150 tons, and appearances led the Commander of the Brig to think that the loss was not recent."

Accounts have reached the Presidency, which realize the apprehension that bad weather had prevailed to the northward, at the time the ships in these Roads put to sea. On the 18th ultimo, at Masulipatam, it began to blow fresh from N. and N. E., continuing to increase until the 20th, the day, the ships here stood out, when the wind became very violent: there were at the time 30 sail of Country Vessels in Masulipatam Roads; a brig with 2,000 bags of rice on board, and another Vessel, unhappily foundered; six Vessels were driven on shore; the swell and surf, were unusually heavy and it is thought most of the Vessels must have been lost, had the Gale continued a few hours longer; but the weather fortunately cleared up in the course of the day, the wind being at N. W. Many lives are supposed to have been lost.

By the following Extract from the Ceylon Gazette it appears, that the bad weather last month extended to Colombo; and that two Vessels were unfortunately driven on shore.

"On Sunday evening the South west Monsoon set in at Colombo with thunder, lightning, rain and heavy squalls, which have continued to blow from the Southward and Westward with almost unceasing violence during the whole of this week—we have never known this Monsoon appear so early or set in with so much fury as it has this season. A small Brig, the St. Maria Da[illegible] Newis, and a Dhoney, have been driven on shore, but the shipping in the roads have continued to ride in safety.—The Richmond will put to Sea to-day, and touch at Galle, on her homeward voyage." MAY 13.

English Extracts.

LONDON:

TUESDAY, DECEMBER 8, 1818.

We received yesterday the Paris Papers of Friday last. Lord Castlereagh arrived at Paris at five o'clock on Thursday afternoon. His Lordship alighted at the Hotel of the English Embassy.

The Duke de Richelieu had a conference on Thursday morning with the Duke of Wellington, and afterwards gave a dinner, at which his Grace was one of the guests.

The French Court is to go into mourning for the late Queen of England, immediately after the opening of the Session of the Chambers, on the 10th instant.

The Duke d'Angouleme arrived at Valenciences in the afternoon of the 1st instant. His Royal Highness inspected the fortifications, then set out for Conde, and returned to Valenciennes in the evening. He was to depart for Lille on Thursday last. Lord Castlereagh arrived at Valenciennes a few hours previous to the Duke d'Angouleme.

One of the Journals says the Duke de Cambaceres was expected to return to Paris on Thursday evening.

General Gourgaud arrived at Hamburg on the 24th ult.

From Vienna, it is stated, that the Prince of Hesse Homburg has been appointed Commandant-General of Milan.

The Emperor and Empress of Austria arrived at Munich in the afternoon of the 23d ult.

The Emperor of Russia arrived at Rastadt on the 28th ult. His Imperial Majesty was expected to set out the next day to proceed to Stuttgard by the way of Ettlingen and Pforzheim, and to pass five days with his sister the Quoen of Wertemeberg.

French Five Per Cent.—Thursday, 68f. 35c.

Defered Stock of the 22d March, 1817, 79f. 60c.
22d Sept. 1817, 77f. 60c.
22d March, 1818. 75f. 60c.
22 Sept. 1818, 73f. 50c.

Exchange on London.

One Month, Bills 23f. 45c.—Three Monthe, Bills 23f. 25c.

Cash 23f. 40c. Cash 23f. 20c.

Frenkfort Papers to the 30th ult. and other German Journals, came to hand last night. The ollowing are extracts:—

Constantinople, Oct. 26.

Report says that an insurrection has broken

(To be continued after the Poetry.)

Poetry.

ON THE DEEPLY LAMENTED DEATH OF SIR SAMUEL ROMILLY.

Non omnis moriar ; multaque pars mei
Vitabit Libitinam
Dignum laude virum Muss vetat mori.—Hor.

Briton ! strive not to check thy hearts' deep grief,
But on the hallow'd tomb of Patriot-worth
Let tears profusely flow. The honour'd dust
That asks this grateful tribute, once might boast
In ev'ry deed, the lofty attributes
That to thy envied name in purest age
Was found allied. Thine, and thy country's weal,
Its fondest and most cherish'd care ; for both,
Oh, far too soon ! for ever fled.
Ne'er did the fatal shaft urge its fell course
With more relentless speed—in nobler poize
Exult. Thus England mourns the loss of those,
In times like these, she least can spare : beholds
Her long, sad roll, with highest, brightest Names,
Unhappy swell'd. But of her gifted Sons,
Will *one* be found t'have stood more rare endow'd,
With loftier pretence to grace her page,
Than Him she now bewails ?—
Yet shame on days degen'rate, enlighten'd,
Strangely deem'd, that could let unheeded pass
Such glowing truths as Tully might have own'd
The Athenian Sage have not disdain'd,
And with the stifling force of Britain's *bane*,
Curs'd party clamour, hold entrance barr'd
To all that doth despise its hateful liv'ry,
The low, base stamp of its grov'ling lineage*,—
But trace to vain complaint an hour like this,
A little season will but pass, when we shall note,
With marvelling regard (as well we may),
Loud tribute bursting from some hundred tongues,
Eager alike—in gratulation all—
Incense offering that living was denied,

* The failure which awaited the humane and praise-worthy efforts of Sir S. R. to amend and ameliorate our sanguinary Criminal Code, with which we stand reproached by nations less civilized than our own, will be remembered, and not without regret, by all who indulge in higher and better feelings than those which too commonly are found inseparable from *Party*.

EPIGRAMS.

No. 1.

" The instant," cried Richard, " I find the sweet maid,
On whose rosy-ting'd cheek is pure virtue display-ed ;
Who is free from all artful coquettish vain pride,
That same moment I'll make the dear charmer my bride."
" If till *then*," answered Will, " you think fit to tarry.
You never, I fear, my dear fellow, will marry.—H. G.

No. 2.

Sal swears, " that since her waist's increas'd,
Her Spouse has grown a perfect beast !"—
If what Sal says be true, indeed,
No doubt he's *of the* horned breed. H. G.

(*Continued from the third page.*)

out in Georgia, which has been excited by a powerful Tartar Prince. It is added, that in consequence of this event, the necessary measures have been taken by the Russian troops in and about Tiflis.

The Porte has received the following information respecting the flight of the Hospodar of Wallachia. He was accompained by his wives, his son, his two sons in law, Argizopulo and Blakuzky, and the Bojar Manto Cordrta. He seems to have been long preparing for his flight, having remitted large sums within some months, by bills of exchange, to Switzerland, England and Russia.

The Porte has amicably notfied to the Russian Ambassador the flight of the Hospodar, and represented to him the necessity of filling up again the vacant office. Baron Strogonoff agrees with the Porte, but has observed, that till the expiration of the seven years stipulated by treaty, the place of the Hospodar can only be filled *ad interim* by a Caimakan.

Thirteen merchantmen perished in the Black Sea in the first half of this mon h ; two were were Austrian, one Danish, the others English, Russian, and Trieste vessels.

Vienna, Nov. 21.

The Hospodar of Wallachia has not thought it advisable to prolong his stay in the Austrian dominions. He has left Cronstadt in Transylvania, and gone through the Tyrol to Switzerland.

We expect here shortly the arrival of the Persian Ambassador, Mirza Abdal Hassian Khan, who is going, by way of Vienna and Paris, on a special mission to the Court of London. He was once before Persian Ambassador in London, and lately at St. Petersburgh.

IRELAND.

A remarkable disclosure was made in the Court of King's Bench, Dublin, on Saturday, the 28th ult., being the last day of Term. The City Grand Jury came Court about one o'clock to be disharged, when a motion was made by Mr. Nicholas Ball, for the purpose of obtaining an order from the Court, directing the Grand Jury to proceed forthwith to appoint a Rooman Catholic Priest to attend the goal of Newgate, pursuant to Act of Parliament. It was stated on affidavit that for several years past no Catholic Clergyman regularly appointed by the Grand Jury, had visited that prison ; and that the prisoners had had no religious assistance except what they derived from casual and gratuitous attendance. It was observed by the Lord Chief Justice that no place more required the superintendence of a Roman Catholic Clergy man than the goal of Newgate; and one would suppose a different opinion could hardly be entertained by any person in the country, whatever his religions sentiments may be. The Grand Jury of the City of Dublin seemed, however, to think very differently from his Lordship on this subject. They endeavoured to prevent the attendance of a Catholic Clergyman altogether, by issuing an order that no Catholic Clergyman should be admitted within the walls, except one, who never attended, and it required the interposition of the Lord Chieff Justice to obtain for the prisoners the liberty of having a Priest of their own communion to visit them. They nominated no Clergyman, but those who they knew would not and could not discharge the du ies. By way of evading the order of the Court, they first appointed a Clergyman who could not, by the rules of the Catholic Church, be allowed to exercise the functions required in Newgate, and persisted in refusing to name any other for upwards of two years: continuing to him all the while the salary, till the Court interposed. They next apointed a Clergyman who had parochial duties to discharge in the county of Limerick, absolutely incompatible with his attendance in Newgate three days in the week. The next appointment was a Priest resident in the county of Wicklow—The last appointment was that of a Spanish Priest, who was some months ago shipwrecked on the coast of Ireland, who had never been in the country before in his life, and was consequently ignorant of the laws, the habits and manners, and even of the language of the people.

The surprise of many of our readers will be in part diminished, when they are informed, that two of the most prominent Members of this Grant Jury were Mr. Gifford and Mr. Alderman Archer. The indecorum which these individuals, particularly the former, exhibited in their observations in Court on this occasion, exceeds any thing of which a conception can be formed in this country.

We have been thus particular in our account of this business, because we conceive that such an exhibition could not have take place under any other Government of Europe. We see a small part of the population of Ireland allowed to insult the rest, and to insult them in the most gross and scandalous manner, and yet we wonder that after repeated provocations of such a nature they should occasionally exhibit signs of impatience, and even break out into acts of violence!—The law for them is rendered a mere nullity, and yet we wonder that they do not entertain respect for that law! The Corporation of Ireland, into which Protestants of the Established Church are alone admissible, are, for the most part, filled with a set of individuals low intellect and vulgar and groveling in conduct, full of the most narrow and illiberal prejudices, who delight above all things in an insolent display of power towards the Catholics. But ought any Government to allow any one class of its subjects to insult another ? Can any Government be so foolish as to conceive that those who are thus trodden on will continue to be well affected to it ? And would any Government, not absoluteiy destitute of every vestige of wisdom, wish to be indebted for the obedience of its subjects to fear rather than affection.

Equal rights, without which there can be no equal laws, will, it is hoped soon relieve the Catholics of Ireland from so degrading a thraldom, and reduce the Giffords and the Archers to the insignificance to which they were destined by nature.

The *Red Snow* seen by *Captain* (not *Sir*) John Ross, is said to be occasioned by the excrements of the myriads of birds which had their breeding places on the spot. Instead of *iron* being found there, "laying on the surface in heaps, and in considerable quantities," no iron was found, either there or elswhere; iron was heard of at some distance in the mountains, but not " in heaps," the whole being confined, by the report of the Esquimaux, to *two single pieces*. It his true these pieces turn out to be meteoric, and to contain Nickel ; but Professor Brande, who determined this, determined also, that the colouring matter of the snow contained a large portion of the Urid Acia and *concluded* (for he was ignorant of the fact of the multitudes of birds) that it could only have been given by the excrement of birds.

On Tuesday last, some experiments were tried at the Victualling Office Wharf, Portsmouth, with a life-boat, invented by Lieut. Allen F. Gardinner, R. N. before Capt. Holles, and several other Naval Officers. It is expected this boat will prove to have considersble advantages over those at present in use ; the plan being applicable to every description of boat. She supports the weight of 18 men, when filled with water; and when completely overset, though with mast and sail standing, rights again without any aid.

It is announced in the *French* papers, that Prince Metternich has arrived at Paris ; and that his Highness proposes to remain there for the space of eight days. The King of France has conferred upon the Duc de Richelieu the Grand Cordon of the Order of the Holy Ghost, in testimony of the complete success with which that nobleman executed the important mission with which he was intrusted to Aix-la-Chapelle. His Excellency waited upon the King on Sunday last, decorated with his Cordon Bleu. His Grace the Duke of Wellington was expected at Paris on Monday, part of his equipage having preceded him. In the German letters it was stated, that the Emperor Alexander, accompanied by the King of Prussia, proceded, on Tuesday week, from Frankfort, to dine at Hombourg, with the Hereditary Prince and Princess. The accounts from Valenciennes are at a loss for words in which to describe the "delirium of joy" which was excited in that city by the entrance of the French troops, who came to replace the British garrison. It is said to have been a contest who should lodge the officers, who should feast the soldiers. " *Plus "je vis d' etrangers,"* writes the keeper of a lodging-house, " *plus j'aimaima patrie.*" This is a natural and becoming sentiment ; and it is easy for Frenchmen to give ample indulgence to such praiseworthy feelings, and to enjoy them without the least risk of interruption, by acting so as to render it needless for a foreign army ever again to occupy the soil of France.

The *New York* papers of the 9th ult. insert a paragraph from the Havannah, which states, that a body of 400 Spaniards, draughted from the Tarragona and Havannah regiments, were to leave Havannah within a few days from the date intelligence, to receive Pensacola from the American Government. By an Act of the Provincial Legislature of New Jersey, the exportation of slaves from the said state is prohibited under a penalty of 2,000 dollars, or imprisonment of from two to four years. We do not learn how the law stands as to the importation of this unhappy race of negroes. It appears that the Government of the United States have made arrangements for the immediate execution of plans for the defence of New Orleans, and the districts generally on the lower Mississippi, from the attacks of a oreign enemy. Dec. 4.

An extraordinary rise took place in the funds on Friday and Saturday last, which occasioned much speculation on the Stock Exchange. It was known that for some days the great Contractors for the 3½ per Cent. Loan had had frequent conferences to determine on the most likely means to give such a spur to the market as should enable them to dispose of their Omnium to the public. Their former project had not succeeded to their expectations, though they had bought up immense quantities of floating stock, and it was now become necessary to do something effectual to counteract the general opinion that prevailed against the last loan.

The result of all these conferences was, that a Meeting was held at the counting-house of a respectable mercantile firm on Thursday last when a Memorial was drawn up, setting forth the perilous consequences that must ensue should the Bank be called on to resume cash payments in July next—and this Memorial is to be confidentially handed about for signature, before it is presented to the Chancellor of the Exchequer ; but in the mean time it is audaciously whispered that the whole of this expedient is recurred to with the privity of Mr. Vansittart, and that the Treasury is favourable to the proposition. This very patriotic stratagem produced its effect. An opinion prevailed that Ministers had decidedly agreed to propose to Parliament the continuance of the restriction—and that it would certainly be carried. Stocks rose on Friday from 79⅛ to 80⅛, and they opened on Saturday at 80¼ ; but in the course of the day, men began to doubt whether the new Parliament would easily be brought to favour a measure so seriously injurious to the best interest of the country at large, for the sake of saving some individual sepeculators. It ought to be recollected, that some of the most distinguished Statesmen in the kingdom, with whom it is supposed Ministers have the good sense to correspond, are so thoroughly convinced of the imperious necessity of returning to cash-payments, that we do not think the Earl of Liverpool, if he should remain in Office, will countenance another breach of the solemn pledge given to the public on the point.

The proceedings at the Old Bailey on Saturday last, to which we beg leave to call the attention of our readers, will further serve to shew the impossibility of continuing the present practice of the immense issue of the small notes. When it is proved that the system so long pursued has at length roused the humanity of the Jurors, and that the lives of their follow-creatures are not to be sacrificed in cases where temptation to fraud is rendered so easy as if it were with an intention to entrap them, there must be an end to the practice, and there is no effectual means but that of withdrawing the small notes from circulation.

We have the following statement on the same subject from a Correspondent—

" There has been a great bustle in Capel-court during the last week, the Funds, which have been for some months despressed, took a sudden start, and the price of the 3 per Cent. Consols for the opening, at the close of Saturday's Market was 80¼. The gambling transactions of the Stock Exchange, we confess, are not worthy our notice, except they are mixed up with public affairs,—it is notorious, that the late rise in the Funds is attributable solely to some fresh discussions that have taken place in a Cabinet Council respecting the renewal of the Bank Restriction Bill (alias a Bill to *prevent* the Bank from paying in specie; its *ability* to do so, not being doubted); this is a periodical drama got up for our *amusement* every two years, meets with a powerful opposition, but the Managers contive to have a Majority in the House, the Piece is announced for repetition, and the public are to endure its baneful influence for another sea on.

" The pledges of some parts of *his Majesty's* Government are pretty strong too, that the Bill shall expire in July next, but we know too well from experience what we are to expect from pledges of this description, and how easily they are explained away in Parliamentary language ; we " *no longer* *" put faith in them, but we will venture to assert, that if the Bank do not pay in specie on the expiration of the present Restriction Bill, they never will. The reports afloat on this subject, induced a dashing speculator whose *scent* is pretty strong, to change his account, that is, in the technical terms of Capel-court, from being an immense *Bear*, to turn a large *Bull*. It would be well for the steady and prudent annuitant in the Public Funds of the country, if this question of paying in specie were put finally to rest, its agitations occasion unnecessary fluctuation in the price of the public debt, and gives rise to the most unwarrantable and ruinous speculation, which too frequently involve timid and well meaning people in its pernicious effects."

* The Chancellor of the Exchequer's pledge on the Property Tax Bill. Dec. 17.

Catholic Claims.—It is stated in the Morning Chronicle, that the important question of admitting our Roman Catholic fellow subjects to a participation of the constitutional rights of Britons, will be brought under the notice of the New Parliament in a manner most favourable to its temperate but serious discussion. Seperate petitions on the subject are expected to be presented by almost every county in Ireland, as well as by the Catholics in the other parts of the United Kingdom.

FASHIONS FOR DECEMBER.

Evening Dress.—A black crape dress over a black sarsnet slip ; the body cut very low and square round and tight to the shape ; it is trimmed round the bosom and the back with a rouleau of crape intermixed with jet beads ; this trimming does not go round the shoulders. The bottom of the waist is finished by rounded tabs.—Long sleeves, made very loose, and finished at the hand by a rouleau to correspond with the bosom ; the fullness of the sleeve is disposed on the shoulder in puffs, which are interspersed with jet beads some of which also confine it across the arm ; this forms a new style of half sleeve.

Walking Dress.—A round dress of black bombasine ; the body is made tight to the shape and up to the throat, but without a collar ; long sleeves with white crape weepers, the skirt is finished at the bottom with a broad black crape flounce, disposed in large plaits ; over this is a very narrow flounce, which is also plated to correspond ; little above this is a third flounce, which is quilled in the middle to correspond, and the whole is surmounted by a broad band of black crape. The spencer worn with this dress is composed of black cloth, it is cut without a seam, and ornamented with fulness of black crape, disposed in large plaits at the bottom of the waist ; a high standing collar rounded in front, made to stand out from the neck, and edged with a light trimming of black crape.

Carriage Dress.—Round dress of bombazeen, elegantly finished at the border with broad black velvet, surmounted by a flounce of fine white muslin headed by a rouleau of the same.

MISCELLANEOUS:—CHIEFLY DOMESTIC.

Chantry, the sculptor, has been at Edinburgh for come time, superintending the erection of his fine statutes of the late Lord President Blair, and the Lord Melville. The former occupies a place behind that chair, which he filled with so much ability and honour to himself and country. The noble peer has been placed in the outer parliament house, where the lords Ordinary, as they are called, sit and where his lordship first began that career of fortune by which he at length attained more power and patronage than fell to the lot of any man that ever filled the throne of Scotland.—

Wallack, late of Drury-lone, took with him to America a most splendid wardrobe of theatrical dresses stage ornaments, and other properties to the estimated value of 2.000l.—The Lord Chancellor has at his *made up his mind* to take possession of his splendid mansion in Piccadilly, which is now undergoing the process of painting previous to its being occupied. It is to be opened on the first day of Michaelmas Term, with a *dejeune a la fourchette* to the vice Chancellor, the Master of the Rolls, and the other Judges, with Attorney and Solicitor-General, &c. from whence they are to proceed in procession to Westminster Hall to open the courts with the usual solemnities.

PRESENT STATE OF THE HOUSE OF PEERS.

			were created by his present Majesty.
English Dukes . .	34, of whom	9	
——Marquisses .	17 . . .	16	
——Earls . . .	100 . . .	47	
——Viscounts .	22 . . .	17	
——Barons . . .	138 . .	108	
——Peerages now vested in Females, but descendible to Males	11 . .	6	
Archbishops & Bishops	26 . . .	—	
Scotch Peers . .	16 . . .	—	
Irish Peers	28 . . .	—	
——Bishops . . .	4 . . .	—	
	395		

Bruce, the celebrated Abyssinian traveller, used to shew The Song of Solomon, translated from the Arabic into ten African languages. These were beautifully executed for him, written in Ethiopic, and each in a different coloured ink, to prevent a confusion of tongues, which in this instance, had certainly not been miraculous. To spare the ears of the unlearned, and perhaps at some moments, his own recollection, he use to call these languages with some humour, the red, blue, green, or yellow languages, &c. according to the colour of its character. Upon Bruce one day shewing these manuscripts to a lady distinguished for the vivacity of her remarks, and informing her that the word kiss, which occurs in Solomon's Song, is to be met with, expressing the same idea, in some passages of his rainbow of languages, she pleasantly observed to him, " I always told you, Mr. Bruce, that kissing is the same all the world over."

BOMBAY.—Printed for the *PROPRIETORS*, by BHAWOO, & G. MARTINS, in APOLLO STREET,
where advertisements, essays, poetical pieces, articles of intelligence, &c. &c. will be thankfully received
Gentlemen about to change their stations, are requested to give notice to the Printers, who will pay due attention to their Orders.

SUPPLEMENT TO THE BOMBAY GAZETTE.

Wednesday, 26th May 1819.

A dashing Cyprian, well known at the Theatres, was charged with fraudulently obtaining a quantity of fur from Messrs. Harding. The Lady ordered fur trimmings and a muff, value about 18£ to be sent to her house, No. 8, George-street, Portman-square. She returned the muff, but kept the fur. On inquiry, the shopman found that the title of Lady Bruce, which she assumed, was only a borrowed one. He went to her again, but could neither get money nor goods. The Magistrate said, he could not take cognizance of the matter, it was a mere debt, although the trick was evident. The complainant said, "My Lady" kept an elegant establishment in George-street. She had a barouche, which, with the horses, were hired at a livery-stable, the owner undertaking to pay turnpikes and all expences for the term agreed on, so that the establishment was kept up without any ready money. As the case could not be made a felony, the *Lady* was discharged. As she was leaving the Office, the owner of the barouche and horses appeared, and began to accuse her of swindling; but the soon silenced him by exclaiming, with an impudent smile, "How dare you, Sir, come here to *blow* me up about your *barouchs* and things. The time is not up yet, and when it is, you must bring your bill, and I'll pay you."

FRENCH IDEAS OF ENGLISH COOKERY

In *La Cuisiniers Bourgeoise* edition of 1816, we find two dishes denominated English, and undoubtedly calculated to gratify our countrymen, who transport an English appetite to the banks of the Seine: these are,—*Roshif de mouton à l' Anglaise*, and *roshif d' agnean à l' Anglaise*; that is to say, roast beef of mutton, and roast beef of lamb, in the English manner! We do not feel it necessary to add the recipes assured that no English cook would follow them, nor any English *gourmand* discover what was served up to him.

COURT OF KINGS BENCH, Dec. 9.

Middlesex Sittings after Michaelmas Term, before the Chief Justice, and a Special Jury.

THE KING V. AUGUSTINE BOGLE FRENCH, AND OTHERS.

This was an action against Augustine Bogle French, Nathaniel Bogle French, deceased, John Barton, Matthew Welch, and Antonio de Loza, for a conspiracy. The defendants Barton and Lozo did not appear; and A. B. French and M. Welch pleaded Not Guilty.

Mr. Gurney, Mr. Holland, and Mr. Park conducted the prosecution. The later Gentleman having opened the indictment.

Mr. Gurney proceeded to state the case to the Jury. It was his duty to lay before them the facts which would be proved in evidence in support of this indictment, against the several defendants named by his Learned Friend. They had been apprised that this was a case of conspiracy—a case peculiar in its character in the history of a Court of Justice, extremely atrocious in its object and character, and carried into execution by means not less atrocious than the object. The case had arrisen out of a very extraordinary state of things which had existed in the course of the late war. Napoleon Bonaparte had made war upon the commerce of this country by his Berlin and Milan Decrees, and it became necessary for the Government of this country to repel that mode of warfare by Orders in Council. At the same time that Bonaparte thought proper to proscribe all vessels which should have touched at an English port, it became necessary for this country to prevent French vessels from touching at English ports. In the result, however, the interest of Europe compelled both Governments to carry on commerce by the licensing system. It was rightly considered that this system would be most advantageous to this country. By these licenses a direct trade was carried on with France, and by means of them the property imported and exported was protected from seizure and capture, though it should be the property of the enemy. The defendants upon this ground conspired to make an undue, unlawful and most wicked advantage of this licensing system. The persons who were originally parties to the conspiracy were Mr. Nathaniel Bogle French (who died at the very time this indictment was preparing), his son, the defendant Augustine Bogle French, Mr. Barton, the other partner in the house of French and Co. Simon Cock (not included in the indictment), and John French Burke. The house of Bogle French and Co. had been originally a house of wealth and respectability. In 1806 it failed; it then resumed business under another firm, and at the time when this conspiracy commenced, namely, at the close of 1816, their credit (although not generally known) was not only totally impaired, but was really in the most desperate circumstances. The contrivance now charged against them was, to retrieve themselves by the means which would be laid before the Jury in evidence, namely by fitting out an English vessel, sending her to Spain—making a pretended sale of her to Spanish subjects—getting a Spanish letter of marque, and bringing her to cruise in the British Channel, for the purpose of capturing ships and their cargoes navigating the seas under the protection of British licenses. It was impossible for the Jury to conceive any thing more base and wicked than this contrivance, which, it would be found, was pursued with the utmost ingenuity and art, the most deliberate wickedness, and containing within itself a complication of crime, which the Learned Counsel had scarcely met with in a Court of Justice. For the purpose of effecting this plan, the brig Pitt (the registered property of the defendant, Augustine Bogle French) was, at the close of 1812, sent out to Portugal with a cargo of goods, which being sold to advantage, the ship would be near the scene of action. The execution of the plan was confided to Mr. John French Burke, with the assistance of a Mr. Simon Cock, a person of no common ingenuity and cleverness, who was to assist Mr. Burke as clerk. The ship having gone to Portugal, Mr. Burke followed; and the first step towards the completion of the conspiracy was to make a pretended disposal of the ship, for the purpose of obtaining letters of marque, which could only be procured upon the oath of the party applying, that the ship was the sole property of a subject of the power from which the letters of marque issued. It was necessary, therefore, to make a pretended sale to some Spanish subject, in order that he might make oath that this ship was his property, in order that the letter of marque might be granted to him. The execution of the plan, therefore, commenced in foul perjury, and whether it was committed by the man who kissed the book, or the person who suborned him for that purpose, the moral guilt was the same in both. The execution of the plan would necessarily involve this crime, in the very outset of the transaction. It would appear that Mr. Burke made a pretended sale of this vessel to a Spaniard of the name of Mendez; but as one sale was not quite sufficient to cover the transaction, Mendez again sold her to a gentleman at Coruna, calling himself Don Juan Baptiste de Larragotti. It appeared that Mendez had changed the name of the vessel from Pitt, to the General Porlier, and Larragotti again changed it to the San Juan Baptiste. The next fact to be proved was, that Larragotti made application to the Spanish Government for a letter of marque, swearing that the ship was his property, and it was not unworthy of observation, that though the affidavit was, in fact, sworn in May, 1813, it was ante-dated to September, 1812, at which time the ship was the undoubted proprety of Augustine Bogle French, and was then lying in the River Thames. The ship was then fitted out at Coruna as a Spanish privater, with 12 carriage guns, blunder-busses, guns, pistols, and other warlike instruments and ammunition, the crew and commander being Spanish; and strange as it might appear, the commander was engaged by Mr. Burke, notwithstanding the supposed change of owners from Mendez to Larrogotti. This engagement was made by Mr. Burke, with a Mr. Loza, but with an express stipulation, that when on board the latter was only to act as first mate. The ship had been originally navigated to Portugal by a Captain Anderson, who was dismissed upon her arrival. In the month of February Messrs. Bogle, French, and Co. had engaged Mr. Matthew Welch to go out and command the newly named ship, and accordingly he assumed the command at Corunna, from whence the ship sailed about he latter end of May, 1813, with Mr. Burke on board, De Loza, nominally as Captain, with 50 Spaniards on board, and the vessel came into the British Channel. About the 9th of June, the vessel went into the harbour of Guernsey, under the pretence of careening her bottom. She hoisted the Spanish Royal, ensign, and came to anchor in the roads. The ship was then not under the direction of De Loza, but of Mr. Burke, who assumed the supreme command. The warlike appearance of this vessel attracted the notice of the Government of the Island, and the Spanish Consul went on board to make inquiries and offer his services. He was informed by Mr. Burke that he had come last from Corunna—that the vessel only entered Guernsey for the purpose of being careened, although she had been but ten days at sea—and that he himself was only a passenger. But notwithstanding this, he applied to a merchant in the Island for money to supply the ship with stores, which was advanced to him upon the credit of drafts upon Messrs. Bogle French and Co. of London, which were afterwards duly paid. Though Mr. Burke was only a passenger for England, and had inquired when the packet sailed, he never availed himself of any such means to go to his destination. On the contrary, to the surprize of every body, he remained on board—provided stores, and paid for them by drafts on the house or Bogle French and Co. in London. The suspicious appearance of the San Juan was at length confirmed by an experiment which was tried for that purpose.—A ship in the harbour called the Palmira was sent to sea, pretending to pursue her voyage. She was immediately followed by the San Juan under the orders of Mr. Burke, who was in such a hurry that he ordered the cables to be slipped. Seeing that the trap took, the Palmira, after going to sea about three miles from the shore, returned to the port, and was afterwards followed by the San Juan. The suspicions at first entertained being thus confirmed, the Governor, Sir John Doyle, thought it necessary to inquire into the views of Mr. Burke and Mr. Welch, and he had these Gentlemen brought before him. On that occasion Mr. Burke did not say that his object was to capture the Palmira; on the contrary, he said that if he had chosen to take her no power on earth could take her from him—having a commiss on from the Spanish Government, and he would bring an action against any man who interfered with him. The San Juan then sailed for England and arrived at Dartmouth about the 24th of June, when Mr. Burke came straight to London, the affair at Guernsey haing excited very general susnicion. It would appear that Mr. Welch himself came to London, and in furtherance of his project examined and marked out the ships in the London Docks, particularly those which had licenses. He also took an account of their cargoes, and furnished with this information, and with instructions from his principals, he returned to Dartmouth, and put to sea, taking his station near Havre de Grace, where he expected a Danish ship called the Charlotta with a cargo valued at 80,000l. on board, which he had heard, when in London, was destined for Havre. The appearance of the San Juan attracted the notice of Capt. Gordon, of the Dwarfcutter, then cruising in the Channel. What passed, on that occasion would appear in the subsequent evidence.—In the result the Charlotta was captured, and taken to Ports mouth, under the guidance of the San Juan. Proceedings were then instituted in the Admiralty, by the owners, for the restitution of the ship; and on that occasion the defence was, that the San Juan was solely a Spanish ship; and on that occasion affidavits were adduced by Burke, Welch, De Loza, and others, which would appear by the subsequent evidence, would be found to be founded in the foulest perjury. Another part of the machinery of this case was the procuration of a sentence of condemnation, obtained by the like means in the Spanish Courts, by which the conspirators attempted to supersede the jurisdiction of the English Courts of Admiralty; but Sir William Scott pronounced sentence of restitution. The Spanish sentence had arrived the day after Messrs. French and Co. became bankrupts; and in the subsequent disclosure of their affairs, the whole of this foul conspiracy was completely discovered, and shewed that the defence in the Court of Admiralty was supported by the grossest perjury. After a full detail of the circumstances of the case, and a variety of ingenious eloquent and impressive observations, the Learned Counsel concluded by offering the following evidence:—

Voluminous documents, consisting of letters of the defendants, their affidavits in the Court of Admiralty, accounts, drafts, &c. &c. were put in & read, to support Mr. Gurney's statement, and found the following oral testimony:—

Robert Moore, Esquire, Spanish Vice-Consul, resident at Guernsey in June 1813, stated, that on the 9th of that month the ship *San Juan Baptiste* entered the port, with the Spanish Royal Standard flying. He went on board and searched her papers, and De Loza, the apparent captain, produced a letter of marque granted to him by Ferdinand VII., and dated Madrid, 12th September, 1812, and apparently issued the 22d of May, 1813, signed by the Duke d'Infantada. De Loza stated, that the ship came from Corunna some days; that his first objett was to cruise in the Channel some days, and then to go to Dover for a cargo. Witness said, "Why cruise in the Channel? there are no enemy's vessels at sea?" He replied that he would take his chance. He said his object in coming to Guernsey was to careen the vessel. On going down into the cabin witness saw Mr. Burke and Mr. Welch; the former asked him when the packets sailed for England, and witness informed him. He said to witness that he was only a passenger on board the ship. Had no conversation with Welch. The vessel came into the harbour and her bottom was cleaned; she remained there about a fortnight. In the course of that time three or four packets sailed for England. About the 23d of June a vessel called the Palmira, sailed out of the Roads. She was followed by the San Juan. The Palmira had only gone about three miles and returned to the Roads again, and the San Juan returned also. This transaction excited a good deal of alarm in the Island, and the consequence was, that Burke, Welch, and Loza were summoned the same day before the Governor. On that occasion, Burke said, that according to the maritime law which he well understood, he was authorized to canture any of these licensed vessels, alluding to the Palmira, which had a British license, bound to France, and he said he would prosecute any British officer, however high his rank, who attempted to interrupt him. The defendant Loxa being told by witness that he had placed himself in a perilous situation, he took a letter out of his pocket, written in Spanish; which was handed to the Governor.

Mr. Joseph Collings, a resident merchant of Guernsey, remembered the San Juan arriving at that Island about the 9th of June, 1813. She was an armed brig. Mr. Burke called upon him at his counting-house, and said that he was a passenger on board the ship bound to England; that the vessel had come into that port to be careened, and asked witness if he would advance money for this and other purposes. Witness objected, until Burke produced a bill for 200l. upon Bogle, French, an Co. London; but he said that he would not ask for the money until witness received the amount of the bill. [This bill was produced, and the acceptance proved to be the hand-writing of Augustine Bogle French.] Upon the credit of this bill, witness made various advances by order of Mr. Burke. The whole amount, including commission, was 3131, which he was repaid by bills upon Messrs. Bogle, French, and Co., drawn by Burke. A claim for damage done by the San Juan to another vessel in the harbour, was paid by witness to Mr. Burke, order, which was repaid by a draft on French and Co. in London. Witness remembered the circumstance of the Palmira sailing our of the Road, and being followed immediately by the San Juan. After proceeding about four miles, the Palmira returned to port, and was followed by the San Juan. The latter left the Island on board. Witness afterwards trausmitted an account of the whole of his expences incurred on account of Burke to French and Co., which amounted to 1500l.

John Mowbray, pilot, of Guernsey, proved that he piloted the San Juan into the Roads of that Island. On going on board

he was introduced to Mr. Burke as the Captain. After the ship was cleared witness took her back into the Roads, and was paid for his trouble by Messrs. Collings, by the order of Captain Burke.

John Hanson, another pilot, remembered going on board the San Juan the day that the Palmira sailed from the Roads. He saw Burke who asked him if he was a pilot; witness replied yes, and that his pilot Mowbray had gone to another port. Burke then desired him to get the vessel under weigh, as he was going to sea. In order to get out quickly the anchor was slipt, by the order of Burke. The Palmira was then under weigh, and Burke told him he must take the San Juan in the same way as the Palmira. Shortly afterwards the latter came back again. Burke asked the reason of this, and witness said he supposed that the tide was spent. Burke then spoke with a gentleman, whom witness believed to be Welch, and shortly after the San Juan was brought back by Burke's directions.

Sir John Doyle stated, that he was Governor of Guernsey in June, 1813. In that month two persons, named Burke and Welch, made their apparance at Head-quarters. Mr. Burke represented himself and Mr. Welch (who did not speak at all) to be passengers on board the San Juan; that Mr. Welch was an officer in the Portuguese service. Witness found Mr. Burke to be so extremely sensible and well informed, invited him and his friend to dine with him that day. On that occasion Burke said he had come from Coruna as a passenger, and that Welch was a Captain in the Portguese service. The latter never spoke, but assented to what was said. The appearance of the Spnish armed ship was a circumstance so extraordinary, that is excited a good deal of alarm in the Island. He therefore had an interview with Welch, Burke and Loza upon the subject. Witness remonstrated with Burke, in the presence of other persons, upon the subject of his following the Palmira, and he insisted very strongly, in the first person, hypothetically, that if he had a mind he might take that vessel. He did not deny or affirm his intention of taking her. Being asked why he rerurned, he said he did so because he could not get up the channel. In the course of conversation, he said that if he had a mind to take the ship, and had done so, all the Admirals in the world should not take her from him, and that if she was taken from him, he would smartly trounce the party in the Court of Admiralty. He alluded also to the power of the Spanish Court of Admiralty, which would ride over the authority of all the navies of the world. He was extremely vehement and peremptory in his law upon the subject, but spoke hypothetically. Witness was overwhelmed with his arguments, and could not follow him.

Mr. M'Culloch, a merchant of Guernsey, present at the last mentioned conversation, confirmed a part of it.

Captain Gordon, in the month of July, 1813, commanded the Dwart cutter, and was cruising off Havre de Grace. He fell in with the San Juan. She was a North-country British built, carrying the Royal Spanish ensign and pennant, colours never carried by a privateer. Upon coming up with her, witness asked if any one on board could speak English. A seaman replied, that he could, and he was asked, who the Captain was? The seaman pointed to De Loza. The latter, upon being questioned, as to where the ship was bound he said, perhaps he was going to Dover. Witness then expressed his surprize that he should come up with the tompions out of his guns, being an ally. He then asked him if he had any British subjects on board, and he said no. Witness then entered the cabin (not having been invited so to do according to custom), and was met by Mr. Welch, extremely well dressed and powdered, who apologized in a very gentlemanly manner for not being on deck to receive him according to custom. They sat down to table, and Mr. Welch said, in answer to witness, that they had come last from Dartmouth, and were bound to Dover. Witness then asked him, why he did not proceed to his destination? but he replied, that he had instructions from his owners to cruise, and perhaps to make a prize, which witness could not touch. Witness told him that he never saw a Spanish privateer coming to cruize in those narrow seas, and therefore wished to know why he did not communicate his intention so to do, to the Senior Officer on the station? He replied, that that would not answer his purpose. After some general conversation, witness left the ship. Mr. Welch appeared to act as the Captain. As Mr. Welch appeared so much of the gentleman, witness did not like to hurt his feelings by desiring him to muster his crew, after he had told him that he had no British subjects on board. De Loza appeared to be chief mate. He was not well dressed. Next day he saw the San Juan dodging under easy sail, and he sent an officer on board of her. The officer having made a report to him, witness sent and took possession of her, and Welch was brought on board the Dwarf. He was shewn into the cabin by witness, and he expressed his surprize at the answer that he (Welch) had sent to the request which witness had sent with his compliments, that if he was going to Dover he would accompany him. Welch replied and said, that the young gentleman must have misconstrued the answer. Witness than asked him what objection he had to go with him to Dover? The reply was, that it would crush the object of his cruise, and he added, that if he was forced to go he would prosecute witness. He further said, that such a proceeding would produce the indignation of his owners, and the government to which the ship belonged. Welch then shewed a passport, describing himself as a Captain in the Portuguese navy; and in consequence of this witness recalled his orders, and released the San Juan. On the 11th of July witness fell in with the Charlotta, Captain Hoffman, under Danish colours. He examined her; saw her papers, which were satisfactory. She was bound for Havre, allowed her to proceed to that destination. On the 13th of July he saw the San Juan again, being becalmed. The latter sent boats towards the Charlotta, and she herself set all her sails, and came down towards the Dane. When witness saw this he sent an officer on board the Charlotta to inform the Captain that the ship in sight was the Spanish ship which he had heard of, and to know if he was afraid of her, if he was, he, the witness, would see her safe, as the Charlotta's license would expire the next morning. A fine breeze had by this time sprung up, and the San Juan's boat passed witness's vessel, for the purpose of boarding the Charlotta; but witness's officer would not suffer her so to do without his (witness's) permission, as an English privateer dare not do so. Witness sent a letter to Mr. Welh, desiring to know why he did not proceed to Dover, in pursuance of his original destination, instead of interfering with the Dane? and received an answer, that he acted under a commission from his Most Catholic Majesty; and having suspicion that there was enemy's property on board the Dane, he must examine her. Witness therefore withdrew his officer from the Charlotta and shortly afterwards the San Juan made a capture of her. Witness afterwards spoke with Mr. Welch, with a trumpet, and asked him why he did not take the Charlotta to Dover, according to his own destination? and the answer was, that he (Welch) intended to take her to Portsmouth, as being more convenient, which was accordingly done.

Samuel Moody, a seaman on board the Dwarf, when in possession of the San Juan on 10th July, heard Welch say that he was looking for a Danish ship, and dared witness to stop him.—Welch appeared to act as Captain of the San Juan, and gave orders.

W. Ludwick Hoffman, master of the Charlotta, owned, as he understood, by Christian Anderson Lort,. When he left London, in July 1813, for Havre, was laden with sugar, coffee and pepper. The ship, 250 tons, was quite full. After he was captured by the San Juan, he saw Welch in the cabin of the latter, who asked him the name of his ship? He replied, the Charlotta. Welch said, "O, I know you very well—I have got you down in my list.—I saw you in the London Docks, when you took in part of your cargo. Welch then said, he would take the Charlotta into Portsmouth, and did so afterwards.

Cross-examined. The Charlotta came originally from Bordeaux, under witness's command—did not remember swearing that he had commanded the Charlotta for five years—believed that she was a Danish ship—did not know that she was called the Grand Consul at Bordeaux.

Several letters were here put in in the hand writting of Mr. Welch, Mr. Burke and Mr. French shewing both these gentlemen to be connected with the San Juan, the correspondence having reference to Mr. Welchs claim for wages, as Captain of the San Juan, during a deriod of eight months.

Mr. Richard Clarke, one the Assignees of Messrs. Bogle, French Son, and Bartou, produced the accounts of that house. He stated that by these accounts Mr. Burke was debited with near 20,000l. After the bankruptcy, Mr. Burke applied to witness to advance money to go on with the suit in the Admiralty. His answer was, after mentioning the impoverished state of the affairs of the house, that he, witness, was solicited by the crediters to arrest Mr. Burke for his own debt, instead of advancing money. Mr. Burke denied owing Messrs. French any thing. There was about 10,000l. entered in the account as for wools coming from Spain, which never made their appearance at all. The beginning of the account, debiting Mr. Burke, had reference to "adventure per Pitt,"—and went on to June 30th, 1813, the ship and stores being valued at 2300l. The debit account contained various items of sums of money *paid* to Mendez, Larragotti, Loza, and others. Witness had found a mass of papers in Messrs. French's house, consisting of Burke's letters and drafts, &c. in a Bureau locked up by themselves.—After looking at them, he spoke to Augustine Bogle French, and Mr. Barton, bankrupts, the cause about the Charlotta being then going on before the Court of Admiralty, and he told them that those papers were very different from the accounts they had given of the San Juan in the Admiralty. Neither of them seemed to admit that. Some time after this, A. B. French, admitted that the papers were but too true—that he had been led into the business by that bloody-minded villain, Burke, who did not mind whose neck he got into the halter, so long as he escaped himself. Mr. Barton told witness that he might have reason to dread Mr. Burke's vengeance when he came home.

Cross-examined.—Witness had received 2,000l. from the claimants of the Charlotta, in consideration of his trouble, after the papers were delivered up. He had had a great deal of trouble ten months afterwards. Could not say whether they had offered his labour for this sum, or any body else had offered it. Began the labour about the end of 1815. Had not received any money then, but was promised money for his labour. Neglected the greatest part of his own business for the interest of the claimants. He gave up the papers in question to the claimants about the end of November, 1815. The other assignees received no part of this money, nor did they receive any money. He believed that Mr. B. Shaw, one of the other assignees, might have heard from report that he had received 2,000l.

Re-examined. Had the defence in the Admiralty succeeded, witness should have got upwards of 6,000l. Witness had been a bankrupt himself in 1812. He proved debts to the amount of about 11,000l. The whole amount of the bankrupt's debts was 60,000l. No dividend had yet been paid.

Mr. William Blanchard, a partner in the house of Wilson and Co. proved that the cargo of the Charlotta was worth 35 or 40,000l. perhaps more.

Cross-examined.—Had no reason to believe that the Charlotta was a French ship.

Evidence was then offered of the restitution of the Charlotta to the owners dy the sentence of Sir William Scott, but it was not deemed admissible. The Pitt was afterwards condemned *in rem*, but the evidence of that fact was not admitted.

A gentleman, named Fall, was called, to prove that Mr. Nathaniel Bogle French, the elder, died in December, 1816. He stated, that for the last two years he was debilitated in mind as well as in body. Mr. Augustine B. French was under thirty.

Mr. Simon Cock was not included in the indictment, for want of evidence against him.

After some further evidence, of a formal nature, the case of the prosecution was closed, at half-past six o'clock, when the Jury were permitted to retire to take some refreshment. The Jury having returned.

Mr. SCARLETT proceeded to address Jury on behalf of the defendants, Mr. Augustine Bogle French and Mr. Burke, in a very able and powerful speech, into which we lament that the lateness of the hour will not permit us to enter in detail. He set out with reminding the Jury of the important nature of the question which they had to try, and the serious character of the offence imputed to his clients. He next proceeded to comment upon the nature of evidence adduced to support the indictment, dwelling particularly upon that of Mr. Clarke, whose testimony, he contended, was entitled to very little weight, considering the disclosure he had made, that he had received the sum of two thousand pounds from the owners of the Charlotta, for the *labour* (as he called it) in managing their cause.—The Jury had a right to infer, from his conduct, that he had acted from sinister motives; and the most damning proof against him was, that he had never disclosed to his co-assignees the fact of his having received a pecuniary compensation for the disclosure of the letters and documents now brought forward against the defendants. There was every reason to suppose that a man so acting would make a selection of papers which would most benefit his purpose. One of the great disadvantages under which persons charged with the crime of conspiracy was, that they had not the opportunity of explaining the motives of transactions, which, taken by parts, might be considered as operating to their prejudice. The Learned Counsel then proceeded to a minute review of the rest of the case, arguing with his usual acuteness, that there was nothing to shew a conspiracy on the part of the defendants separately or collectively. He represented, upon the evidence adduced, that Mr. N. B. French, now deceased, from the infirmity of his mental as well as bodily faculties, was ill qualified to take any part in a supposed conspiracy, such as was now charged against the defendants. With respect to the defendant, Mr. Augustine Bogle French, he equally exculpated him from any share of criminality, being a young gentleman of fashionable manners, who attended more to the gaieties of the west end of the town, at the age of 22, than to the laborious pursuits of the counting-house, and not likely to be a person to engage in such a conspiracy, considering the volatility of his youth, and his disinclination to business. As to the proceedings in the Court of Admiralty it was but natural that the defendants should resort to a species of defence which the policy of the war then adopted in Europe, in some measure justified and countenanced. If the Jury should be of opinion that the Charlotta was a French vessel, and that Mr. Welch had thought so, when he acted against her, there was an end of the conspiracy. This question ought to have been tied in a different manner; it ought to have been fairly met in the Court of Admiralty, by the evidence which had been suppressed by some thing like a bribe, on the part of those who were in possession of the evidence which could bear upon this subject, and disclose its real merits. It was impossible for him to call the evidence of the defendants themselves, to explain the transaction as it really existed, and therefore the Jury must judge of the probabilities of the case, supported, as it was by the evidence of the principal witness, Mr. Clarke, who had evidently lent himself to this case from sinister motives. They must leave his evidence wholly out of the case; and if he was not entitled to credit, the defendants were entitled to an acquittal.

Mr. CAMPBELL, who had acted as Counsel for the defendant, Matthew Welch, with considerable acumen, through the previous part of the trial, then addressed the Jury on the part of his client, and following the observations for this other defendants by Mr. Scarlett, contended that there was nothing to shew that Mr. Welch was connected with the original conspiracy, supposing it to have existed. Mr. Welch at that time was not in London, and there was no evidence to shew that he was to have any share in the profits, and down to February, 1813, he did not appear upon the stage. Without a sufficient inducement it was not probable that Mr. Welch would enter into a conspiracy pregnant with such perilous consequences. If he had *bona fide* believed that the San Juan was the property of Larragoiti at the time he entered on board, then he was entitled to a verdict of acquittal; or if he had even acted under that supposition the same result must follow. Supposing that the San Juan was not in fact a Spanish privateer, still Mr. Welch might have himself been deceived. He could not know by inspiration that Mr. Bogle French was the owner of the vessel. She was navigated and documented so as to impose upon the Spanish Consul at Guernsey. If the supposed conspiracy was not detected until after the bankruptcy of Bogle, French, and Co., how was it possible for Mr. Welch to know any thing of the transaction?—From first to last there was nothing to shew but he acted from a concientious, belief that this was a Spanish vessel. If so, he was entitled to an acquittal. In the interview between Mr. Burke and Sir John Doyle, Mr. Welch was completely silent. The chacing of the Palmira did not shew a guilty knowledge on his part. As a Spanish ship there was nothing illegal in pursuing a ship under a license in times of war, such as those to which this transaction related. From all the facts of the case disclosed in evidence, the necessary result was, that Mr. Welch believed that the San Juan was a Spanish ship, and acted under a

belief that was the fact. His whole conduct *proceeded from that belief, and there was nothing* in the case to raise a contrary inference. The evidence of Captain Hoffman was entitled to very little credit. It was not to be supposed that Mr. Welch would be such a lunatic as to offer evidence against himself, by the conduct imputed to him, if he did not verily believe that the ship in question belonged to the nation to which it professed to represent. The very application for wages on his part to Bogle, French, and Company was a proof of honest motive—believing, as he had every reason to do—that they were the agents of Larragotti. If Mr. Welch was really the Captain of a ship marked as Spanish property, what would have been his conduct? With the guilty knowledge imputed to him, was it to be believed that he would have thrown himself into the gulf of conviction by going into Portsmouth with the Charlotta? The fact was decisive of his innocence; or if it was not, it was conclusive of his insanity. Whatever suspicion migh arise, there was no sufficient evidence to convict any of the defendants. The Jury ought not to act upon suspicions, but positive facts. After a variety of other ingenious observations, the Learned Counsel concluded by his expressing his confidence in the verdict of his client's acquittal.

Mr. Curwood was with Mr. Scarlett for French and Burke.

The Chief Justice, at a quarter past nine, proceeded to sum up the evidence for the prosecution with great minuteness, and

The Jury, at half-past ten, found the defendants guilty, but recommended Mr. A. B. French to mercy on account of his youth.

Art. V. I. *Voyage of H. M. Ship Alceste along the Coast of Corea, to the island of Lewchew: with an Account of her subsequent Shipwreck.* By John M'Leod, Surgeon of the Alceste. Second Edition. London, J. Murray, 1818.

2.—*Naufrage de la Fregate la Meduse, faisant Partie de l' Expedition du Senegal en 1816; Relation contenant les Evenements qui ont eu lieu sur le Radeau, dans le Desert de Sahara, á St Louis, et au Camp de Daccard; suivi d'un Examen sous les Rapports Agricoles de la Partie Occidentale de la Cote d' Afrique, depuis le Cap Blanc jusqu' á l' un Bouchere de la Gambie.* Par Alexandre Correard, Ingenieur-Geographe, et J. B. Henri Savigny, Ex-Chirurgien de la Marine; tous deux Naufrages du Radeau. Seconde Edition, entièrement refondue, et augmentée des Notes de Mons. Bredif, Ingenieur des Mines; avec le Plan du Radeau, et le Portrait du Roi Zaide. Paris, 1818,

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Continued from our last.

A fair was immediately held in the town, and lasted eight days. The clothes, furniture, and all the necessary articles of life, belonging to the men and officers of the Medusa, were publickly sold before their faces. We could not avoid smiling to find, in the midst of this barbarous scene, some ludicrous ejaculations, in the true bombast style of French honour and glory, 'Mais une chose sacree, respectée de tout homme qui sert avec honneur, ce signe de ralliement, sous lequel on doit trouver la victoire ou la mort, le Pavillon enfin, qu'est-il devenu?—Il a été sauvé—Est-il tombé entre les mains d'un Francais? Non; celui qui avilit ce signe ne peut être Francais.'—Eh bien—this precious rag fell, by right of purchase, into the hands of Sophia, the governor's negress, and of Margaret, his scullion, from whom none of the Frenchmen thought fit to redeem it, and who consequently employed it to scour their dishes! Captain Chaumereys was as severely handled as the others; and he recognised, at the French governor's table, two of his own vases, which had been presented by the plunderers to the wife and daughter of Mr. Schmaltz, who thus became an accomplice in the public robbery.

Such of the French as were in a condition to do so, proceeded to the camp at Daccard, and the sick remained at St Louis. The French governor had promised them clothes and provisions, but sent none; and, during five months, they *owed their existence to strangers—to the* British. Here, again, are some complaints against Mr. Beurthonne, whom we shall leave to clear himself, as we have very little doubt he can. His faults, however, if any such there were, were redeemed by the generous efforts of the other British officers; who no sooner heard of the situation to which the French had been reduced, than they gave them every necessary comfort; and, with the most refined and delicate attentions, constituted them inmates of their mess. Mr. Correard alone was, by some accident, forgotten; and although, as he ingenuously tells us, he had many *friends* among the French officers and passengers at the camp of Daccard, he was left in the most wretched state. Major Peddy, however, who commanded the British expedition to the interior of Africa, came to his relief; as did Major Campbell, Captain Chemme, (James?) Lieutenant O'Mara, Adjutant-Major Grey, and Ensign Beurthonne (Burton?—no relation to the governor—and Addam (Adams?—On the 24th of August a French officer died, and was buried with military honours and religious decency by the English; which surprised the French, no less than a similar occurrence had astonished the Malays.—But while the utmost harmony reigned at St. Louis between the two nations, dissension raged at Daccard.

Mr. Savigny returned to Europe in July. Mr. Correard remained in the colony till November. We shall conclude our account of these men by one more instance of the good faith and humanity with which they acted towards each other. The vessel in which Mr. Corread, who boasts of having so many friends at Daccard, had embarked, was becalmed as she passed the bar; and the passengers, who were exposed to every kind of inconvenience, agreed to go on shore till the winds should permit them to sail. Mr. Corread was, at the moment, in the last stage of a fever, lying on the deck, exposed to a tropical sun. 'Il eprouvoit avec cela, des vomissements douleureux, produits par la chaleur, et par une indigestion de poisson dont il avoit fait son dejeuner, avant son depart.' As he was lying in this situation, he heard his companions say among themselves—'Here is one who never will see France.' Yet they went on shore to take shelter and amuse themselves; and had not the charity to help him to accompany them, or even to raise an awning over him; but left him to expire upon a bed of pitch and cables. He however, did reach France in tolerable health; and is since recovred. On finding himself in the hospital at Rochefort, he exclaimed, 'Enfin j'ai trouvè des hommes sensibles á mes malheurs;—so soon did this grateful Frenchmen forget the English of St. Louis, the presents, and the still more noble offers of Major Peddy and his brother officers.

We must do the French nation the justice to say, that they seemed to be heartily ashamed of the figure they made in these transactions, and to have used every method to prevent their publication; and Messrs Correard, and Savigny, by making them known, incurred the displeasure of their superiors; which, like all the spiteful displeasure of the petty powerful, had very serious consequences. Answers and counter-memorials were drawn up, to refute them; signatures were extorted, by promises and threats, from their fellow-sufferers, who afterwords retracted them with very little shame, or remorse, or loss of public esteem. The return of the crew had been preceded by various defamatory reports, of which Mademoiselle Schmaltz is accused of being a principal author—'*Humani ingenii proprium est odisse quem leserit*:'—And Mr. Dubouchage, the then Minister of Marine, cannot be expected to have forgiven the men, who exposed to the public the incapacity which had caused their misfortunes.

The very abridged extracts we have given of our originals, present so much matter for reflection, that we know not where to begin. Never was there a contrast so striking, as in the conduct of the English and French sailors. On the one side, all is great, and calm, and dignified. On the others, page rises above page, and event towers above event, in horror and depravity. We shall, however, attempt to bring together, in one point of view, the objects which may be the best confronted with each other.

In making this estimate, we most conscientiously declare, that we are actuated by no malignant feelings; and that we adopt this mode of investigation, because we hold comparison, in general, to be one of the surest roads to knowledge. The whole system of daily intercourse, throughout the world, is carried on by it. The most exact of the sciences obtains its positive results by no other means. It is so general in practice, that men unconsciously refer to it, upon every occasion;—so occurate in its conclusions, that, in a condition where nothing is absolute, it is the *ultima ratio rerum*. To say that comparisons are invidious, unless when they are invidiously pursued, would be puerile. No man, when he learns that the three angles of every traingle are equal to two right angles, ever thought of saying, that the series of comparisons by which that truth is demonstrated was invidious; neither has the fate of those interesting portions of space ever been deemed particularly hard, for having been subjected to such an investigation.

It might indeed be invidious and unfair, to bring under comparison events which had happened at distant periods in the history of mankind, when the progress of civilization may not have been alike. But, when occurrences of the same date, in two neighbouring and rival countries, are examined, no such charge can be made. The presumption is, that knowledge and humanity are upon a similar footing in both; and, should they not, the least enlightened, and the least humane nation of the two, can excuse itself, only upon the pela that it had played the truant, or squandered away its time and efforts in a wrong direction. A general debility of mind might, as well, be pleaded in mitigation for a single act of weakness; or habitual intemperance, as an excuse for casual intoxication.

It is by comparison with the Medusa that the conduct of the officers and crew of the Alceste have become so striking; for the British navy have made acts of heroism so familiar to us, that little room is left, in our minds, for surprise at any thing great or good on their parts. In the whole naval history of Europe, perhaps, no example could be found which could so well have taught us the advantage of courage, discipline and order, by showing he misery which must result from a tant of them, as the narrative of Messrs Correard and Savigny.

CAll who, for the last 20 years, have been in the havit of admiring the campaigns and prowess of the French, from the 40th to the 60th degree of latitude, will be not a little surprised, to hear the charge of cowardice brought against any part of the nation. The first thing, however, which struck us, in the account of the Medusa, was the want of true courage; of that presence of mind, which perceives the extent of danger, only to bring a proportionate remedy, and finds resources, where others see despair The panic terror of the French crew, as soon as the ship was stranded, was the more striking, as contrasted with their preceding levity and disregard to every prudent warning; with their rejecting every precaution, and refusing to listen to the voice which told them that destruction was inevitable. The most fatal anarchy had reigned on board the ship, during her whole navigation. All legitimate discipline was lost. Each man gave his advices, his orders; and none was obeyed. The Captain was employed upon any thing but his duty. The ship's course was altered, without consulting. him The Echo corvette, one of the squadron, warned the Medusa of her danger by signals of which he was not even informed. The officers were playing a part in the scene exhibition of the 'Bonhomme Tropique;' and wrapt up in a cloak of ignorant and presumptuous vanity, which kept them buoyant, amid rocks and quicksands. But no sooner had the vessel touched the bank, than universal consternation prevailed. Every countenance was changed—'Quelques personnes étoient méconnaissibles. 'Ici on voy oit des traits retirés et 'hideux; là un visage qui avoit pris une 'teinte jaune, et même verdatre; quel'ques uns étoient foudroyés, aneantis; 'd'autres, enchainené á leurs places, 'sans avoir la force de s'en arracher, 'restoient comme petrifies. Il sembloit que 'le terrible Gorgone, dont nous porte'ons le nom, eut passé devant nous.' The 'only two persons who remained unmoved, were the wife and daughter of the governor.

The British ship, on the country, neglected no precaution, although she had no particular reason to apprehend that danger was near; and when she struck upon the fatal reef, she showed no symptoms of extravagant fear. Equally removed from temerity before, and from dejection after her accident, her crew did not show themselves, in the one case, to be more then men, and in the others to be less than women. Their minds were free to think; their nerves were strong to execute. The pusillanimity of the French exposed them to unheard-of calamities, and excited among them the most diabolical feelings. It caused the death of nine-tenths of the wretches who had embarked upon the raft; and was near to prevent the return of the survivors, from a distance, which the frail barks of Hanno the Carthaginian had often passed. The intrepidity of the British saved the entire crew, (with the exception of a single man who had strayed into the woods), and brought them home in safety, from the Chinese Archipelago; and through seas which have immortalized the man who first traced the road which leads to their entrance.

The courage of the French is of a peculiar quality, and so different from that of most other nations, that it struck the bravest of the ancients, and attracted the attention of the most speculative of Roman historians, near two thousand years ago. And we cannot help thinking, that a juster estimate was formed of it, in those days, than in the present; and a truer picture drawn of the exaltations and abasements, which the spirit of that changeful people is perpetually undergoing.

No nation is so enthusiastically fond of glory, so essentially enterprising, ambitious and warlike, as the French. But the impetiousity of their courage exposes them to reverses, in which they are much depressed and as abject, as in prosperity they ars arrogant and headlong. Their history, accordingly is more chequered with triumphs and misfortunes, than that of other nations; and shows them suddenly elevated, by their military prowess, to the height of power; from which they are as suddenly dislodged by their want of moderation in success. They are the most rapid in conquest, the most precipitate in retreat; and the grand campaign of Turenne, in which his chief glory was, that he avoided engaging his enemy, is a phenomenon of which they could produce no second example, The most difficult thing for a Frenchman, in the field of war, is to remain stationary. Nimbleness is so inherent in his constitution, and his propensity to move in double quick time is so great, that this instinct of his nature is equally satisfied, whether it be that

he runs forwards or backwards, whether he skip after or before an enemy. But the bravery of a Frenchman is not an independent sentiment. It requires extraneous aid, and must be supported by relations which are foreign to it. It is like the courage of the war-horse, roused by the sound of the trumpet and the drum, by the roar of cannon, by the shouts of the victors, and the cries of the wounded; and riots over the bodies of the slain. The most essential of all things, to its maintenance, is success; for success secures applause, and applause is glory. Take away from a Frenchman this most powerful of all the incitements which his nature owns, and you make a mere coward of him, less than woman. It is the only bond which unites his valour to his mind, and gives it the characteristics of a moral feeling. One modification of courage, however, it cannot bestow upon him; and, that is fortitude, the courage of the soul; that union of feeling and of patience, of sensibility and of resignation, which strengthens noble minds, gives dignity to fallen greatness, and serenity to the deposed and desolate.

The courage of the English is, in all respects, different from this. It is neither so buoyant in prosperity, nor so dejected in reverses. It is like all our other other qualities, accompanied by reflexion; and where the valour of a Frenchman begins to fail, the courage of an Englishman rises, from the resources he finds within his mind and heart. He is circumspect while the tempest only threatens; but intrepid when it bursts upon him. He requires no motive, but danger, to be brave; and his fortitude does not abandon him, even when his courage can be of no avail.

In the present instance, the French had no conquest to make, no glory to win; their praise would have been that which is bestowed upon men who calmly do their duty; and this was not enough for them. No triumph attended their success; no laurels would have crowned them, as when returning from victory; and their courage, no longer pampered by the licentious stimulant of vanity, desponded and despaired.

The resources of the two frigates, immediately after they were stranded, were much alike; but the sentiments which governed the Frenchmen, deprived them of the advantages of their united efforts; while the minds of the English were wholly directed to the general good, and bent upon the means of saving one and all.— A beautiful and admirable property of civilization is, that it unites men by one common feeling, and makes them rally around the ideal centre, which bears the magic name of country. The most powerful of all links, that which, more than any other, binds the hearts of civilized men together, is misfortune. In proportion as the social system approaches to perfection, the tie, of common misery is more strongly felt. But, when the progress of improvement is founded upon physical enjoyments, and the heart is employed in the search of luxurious gratifications the preponderating object of our affections is self; and society claims a share of our interest, only as it contributes to our pleasures and amusements.

Now the French nation has always indulged in sensual, more than in rational enjoyments; and luxury has been the constant object of her study. The combined advantages of her soil and climate, have placed the attainment of physical pleasures easily within her reach; and, to them, she is eminently devoted. But, happily for the moral character of England, we must labour, before we can enjoy; and the penury of nature has bound the inhabitants of Great Britain together, for their common interest, with a stronger chain, than any which her prodigality could forge. The advantages of union in the hour of misery; of partnership to stem the adverse current; of social combination, which divides affliction, and multiplies prosperity, never, in any age, or any country, were so strongly felt as in this island:—and they have grown as she has grown, and strengthened as she has become enlightened.

The French, in the present, as in many other instances, do not seem to have learned, that the worst of governments is better than anarchy. The vanity of each individual is always present, to suggest to him, that he alone is worthy to command; and that all who oppose his will are traitors to the general good. The very impulses which act attractively among other men, and make their hearts expand with kindness and benevolence, are repulsive in their natures. In the day of sympathy affection is changed to hatred, and pity is converted into envy. They prefer their own destruction to the safety of their fellow-sufferers, and crush to atoms, under their own feet, the plank which divides them from eternity; rather than allow their companions in misfortune the hope of ever seeing land again.

Our authors, with a strange simplicity, say, that the *moral* of their companions was singularly altered. But this assertion we cannot admit; and we must altogether deny the general principle upon which it is founded. The circumstances of our lives, the misfortunes or happiness we encounter, do not really change the moral character. They bring to light quantities which appear to be new, because they had before been unperceived. Passion never yet created any sentiments in the soul, though it may awaken those which were dormant. It opens a new page to the heart, but a page already written. All the passions which the situation of the sufferers on the raft exposed to the broad day, bad as they were, did not spring up in the fatal abode of wretchedness. They were carried thither; carried in the hearts of those where long depravity had given them deep and lasting roots; and the daily sunshine of triumphant vice, had made their growth exuberant. Neither were the calmness, fortitude and humanity of the British, new creations in their souls. They had, from a very early period, been kept in constant action, by all the causes which long have made this nation moral and humane.

Disgusting and painful as the subject is, we cannot help adducing one or two more instances, of the contrast between English and French generosity and good faith, as exemplified in these narratives. We do not mean to speak of the dignified conduct of Lord Amherst, compared to the selfishness of Governor Schmaltz; or to set the devotedness of Sir Murray Maxwell, in opposition to the pitiful cowardice of Captain Chaumareys. We shall look for examples more general, and among the lower orders,—where the features of national character retain a greater portion of their original stamp. We have already stated, that the survivors on the raft took possession of the billets of the dead, in order to defraud their companions of an undue portion of food. We have seen them pilfering each other, stealing from the common stock of provisions, nay wantonly throwing into the sea, the casks of water and of wine, in order to deprive their companions of the only sustenance they had. Among the crew of the Alceste one man was discovered *endeavouring* to get two rations of beer; and it is interesting to hear how Mr. M'Leod expresses himself on the occasion.

'Truth requires it to be stated, and it may naturally be supposed, that, among so many, one or two progging sort of people might be observed, who had no disinclination to get a little more than their just allowance; but the general feeling was too fine and manly, to admit of contamination.

Two persons, belonging to the boats which had landed on the coast of Africa, had agreed with the Moors, for a stipulated sum, to convey them to St. Louis. The bargain, as may be supposed, was hard upon the Frenchmen; but, as one of them prudently observed, 'Once among our own countrymen, we shall be the strongest; and can give them what we please.'—The English, at one moment, apprehended that it might become necessary, if no succour arrived, to force some of the Malays to pilot them to the nearest friendly port; and it was resolved that, in that case, they should be dismissed in safety, and with ample remuneration.

The French expedition to Africa was two years in preparation; and it is fair to conclude, that it was composed of men distinguished, not only for nautical skill and ability in other branches of knowledge, but for their moral qualities. Yet Messrs Correard and Savigny assert, that many of those upon the raft were the very scum of bagnios, and the refuse of prisons. How the fact may be, we cannot tell. The misfortune is, that the misconduct was *universal*. But, admitting the explanation in its utmost latitude, what a view does it present of a government which employed so much time to select such men, for such an expedition! And how low a value must be set on moral qualifications among a people whose rulers so flagrantly overlook them on an occasion where they were obviously of extraordinary importance!

To all general reflections, respecting the characters of the English and French, drawn from the narratives of these two shipwrecks it may, no doubt, be objected, that the crew of a single ship cannot be an adequate representative of a nation; and most certainly this is a consideration which is entitled to no small attention—and it would be equally atrocious and absurd to maintain, either that all Frenchmen are as bad as the crew of the Medusa, or all Englishmen as good as that of the Alceste. There are, undoubtedly, many amiable and generous—and many mean and ferocious persons in both countries.—But there is something national, for all that, in the conduct of the two crews;—and we cannot help believing, that while it would be difficult to find such a ship's company as that of the Alceste in France, no accident could ever bring together in England such a set of ruffians and wretches as constituted that of the Medusa.—We do not wish to carry our conclusion any further.

To what causes this greater proclivity to vice is owing, we cannot presume to determine.—We have no great faith, we confess, in the materialist doctrine of temperament; and, among the moral causes, there are none that occur so readily as the long tyranny of the government to which this lively and ambitious people has been subjected,—the impossibility of attaining to honourable distinction by merit alone, & the shameless profligacy by which its appropriate rewards were habitually bestowed as the price of mean and guilty compliances.—When the natural connection between desert and advancement is thus dissolved, and *honour* itself transferred to those successes which are best attained by dishonourable means, it cannot but happen that a general spirit of selfishness should pervade the whole society—and that the nobler aims which exalt men's characters in free states, should give place to those low and sensual pursuits which give birth not only to meanness but ferocity.—It is true, that the same causes have not produced the same effects in Spain and other countries.—But there, the body of the people were too low in civilization and intelligence, to be aware of the gross injustice of the Government, or in danger of being infected with the debasing vices of the Court.—Let us hope, that the mental cultivation and social accomplishments that render arbitrary governments thus pestilent to national virtue, may soon produce, in France, their better and ultimate fruit of improved government—and that, under their new system of representative legislation, and regulated freedom, our neighbours may speedily attain to those moral honours to which we cannot conscientiously say that they have hitherto been entitled.

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Sandal Wood 1 sort,	pieces to a Cr. of 21 Mds. or 588 lb.	160 0 00
Ditto 2 do.	70 and 80 do. do.	130 0 00
Ditto 3 do.	do. do.	110 0 00
Beetlenut white Malay,	per Surat Candy of 21 Maunds	60 0 00
—— Malabar,	Bombay Candy,	58 0 00
Coir Caccadavie,	Cr. of 21 Mds.	55 0 00
Copra New,	per do. of 4 Robins	52 0 00
Dammer Malacca Raw	per Surat Candy of 22 Maunds	50 0 00
Ditto boiled,		55 0 00
Sago,	per Maund	2 0 00
Quick Silver,	per Surat Maund	40 0 00
Vermillion,	per Bundle	1 2 00
Camphor China,	per Maund of 42 seers	28 0 00
Tin in large slab,	per Maund 40 seers	12 0 00
Tutenague,	per Surat Maund	11 2 00
Elephants teeth Europe,	per do. do.	50 0 00
Nutmegs,	per pound	2 2 00
Mace,	per pound	3 0 00
Cassia,	do. do.	0 2 25
Cloves,	per S. Maund	60 0 00
Coffee Mocha,	per Surat Maund of 44 seers	20 0 00
Ditto Java,	ditto	none
Ditto Bourbon,	ditto	none
Almonds,	per do. do.	4 0 00
Kismises	do. do. do.	42 00
Hing Europe Market,	per Surat Maund of 44 seers	12 0 00
Brimstone,	per 22 Surat Mds. or 1 Candy	15 0 00
Cochineal,	per pound	16 0 00
Saffron, Free of Oil,	per do.	40 0 00
Iron Swedish,	per Surat Candy.	50 0 00
Ditto English,	ditto	40 0 00
Ditto Malwan,	ditto	45 0 00
Steel in Tub,	per Cwt.	12 0 00
Ditto Bundles,	ditto.	14 0 00
Pig lead,	per do.	9 0 00
Copper, Sheathing,	per Surat Maund	24 2 00
Ditto plate,	per do. do.	23 2 00
Copper Nails,	per Cwt.	60 0 00
Brass, Ditto,	ditto	42 0 00
Tar,	per Barrel	30 0 00
Tin Plates,	per chest	20 0 00
Red lead,	per Cwt.	11 0 00
White lead,	per do.	14 0 00
Brandy,	per Gallon	8 0 00
Gin,	per large case	30 0 00
Arrack Columbo, In Bond,	per Gallon	1 2 00
Spanish Dollars,	per 100	220 0 00
German Crowns,	per 100	213 0 00
Venetians,	per 100	500 0 00
Gubbas,	per 100	494 0 00

Remittance to England at six months 2 4 per Rupee.
Freight to England nominal 7 £. per Ton.
Loose Freight nominal 5 £.
Exchange on Calcutta, B'bay Rs. 107 per 100 Sicca Rs.
on Madras, par.

It may be stated that assorted Invoices of Goods from England and other parts of Europe, as also from America, are selling at 10 per Cent advance.

Marine stores when purchased separately 15 per Cent advance

BOMBAY:—PRINTED *for the* PROPRIETORS *by* B HAWOO, & G. MARTINS, *in* APOLLO STREET.

TIMES appointed for the EAST-INDIA COMPANY'S SHIPS of the SEASON 1818-19.

When sailed.	Voy.	Ships.	Tons.	Managing Owners.	Commanders.	First Officers.	Second Officers.	Third Officers.	Fourth Officers.	Surgeons.	Pursers.	Consignments.	To be afloat.	To be in Downs.
	4	*Marquis Camden,*	1200	H. M. Samson	Thos. Larkins.....	James Sexton	Tim. Curtis.....	John Fenn.....	—	C. E. Newbury	E. Harrison....	*Bombay and China*	1818. 12 Nov.	1819. 3 Jan.
	5	*Charles Grant,...*	1200	William Moffat	Hugh Scott.....	Wm. R. Best	Henry Lee.....	George Denny	Jos. Coates.....	Robt. Strange	Mich. Connal..			
	5	*Lowther Castle,.*	1200	J. Wordsworth	Chas. Mortlock.....	J. A. Tween...	R. W. Smith ...	J. Wilkinson....	J. Wordsworth	S. T. Bridger...	N. G. Glass....			
	4	*Inglis,.....*	1200	Rich. Borradaile	Thos. Borradaile....	Jos. Dudman...	—	Wm. Allen.....	C. Pennington	—	Chas. Pilans...			
	7	*Essex,.....*	1200	Henry Bonham	Richard Nisbet.....	Edward Moul	G. Aug. Bond...	Wm. P. Jones...	—	Thomas Hog...	Joseph Cragg..			
	3	*Vansittart,.....*	1200	John Carstairs	R. S. Dalrymple....	J. Foulerton...	W. Cruikshank	—	—	J. W. Wilson	Pat. Stewart...			
	7	*William Pitt,....*	820	Charles Graham	Charles Graham.....	Fitzw. Young	Jas. R. Palmer	R. Lindsay.....	A. C. Watling	T. Davidson...	George Adam..	*St. Hel. Beng. & Chi.*	*Do.*	*Do.*
	5	*Bombay,.....*	1200	John Forbes....	Arch. Hamilton.....	—	—	—	—	—	—	*St. Hel. Bombay, and China*	12 Dec.	2 Feb.
	4	*General Harris,*	1200	James Sims.....	George Welstead...	—	—	—	—	—	W. C. Drysdale			
	1	*Windsor,.....*	1332	F. and G. Clay	J. R. Francklin....	A. F. Proctor	John Levy.....	Mark Clayson	Felix Boltbee...	Edw. Edwards	M. Francklin			
	3	*General Kyd,....*	1200	James Walker	Alex. Nairne.....	E. Maxwell...	Jer. Watson....	A. de Cardonnel	—Pearson.....	F. P. Alleyen	James Cannon	*Madras and China.*	*Do.*	*Do.*
	4	*Waterloo, ...*	1325	*Company's Ship*	Richard Alsager....	Charles Shea...	J. B. Burnett....	J. Cuthbertson	Peter Pilcher...	Hezek. Clark,	George Homer			
	4	*Atlas,.....*	1200	John Staniforth	C. Otway Mayne...	R. B. Everest	John Alder.....	Jos. Stanton....	G. Braithwaite..	John Dill.....	Robert Mayne	*Bengal and China...*	*Do.*	*Do.*
	7	*Streatham, ...*	819	Rich. Borradaile	Thos. Haviside.....	John Lowther	Fred. Orlebar...	Edw. Hanson...	H. Columbine...	R. Gilpin..	—			
	5	*Rose, ...*	955	Stu. Donaldson	Thos. M'Taggart...	Thos. Sandys.	J. M'Taggart...	R. Palmer	—	Wm. M'Adam	John Milroy...		1819.	
	3	*Minerva,.....*	976	Kennard Smith	Geo. Richardson...	Richard Aplin	W. Meriton.....	—	—	F. Parsons.....	Thos. Vokes...	*Mad. and Beng.*	25 Jan.	17 Mar.
	5	*Carnatic,.....*	820	William Agnew	John Blanshard.....	J. D. Collis....	Chris. M'Koy...	P. Phipps.....	Geo. Deudney..	John Eccles...	James Smith...			
	8	*Thomas Grenville,*	886	*Company's Ship*	Wm. Manning.....	Geo. Williams	John Brown.....	G. T. Calvely...	John Pratt.....	Richard Shaw	John Benifold		23 Feb.	16 Apr.
	1	*Kellie Castle.....*	1300	Stewart Erskine	Alex. Lindsay.....	Chris. Biden...	Chas. Cowles....	Edw. Adams....	F. Barton.....	Robert Elliot..	—			
	4	*Bridgewater,.....*	1200	James Sims.....	Chas. S. Timins.....	—	—	—	—	—	—			
	3	*Herefordshire....*	1200	John Card.....	John Money.....	R. Rogers.....	Robert Card....	Hector Rose.....	—Newdick.....	—Boys.....	John Tatham ..	*China ... .*	*Do.*	*Dot*
	3	*Warren Hastings*	1200	William Sims...	Richard Rowes.....	—	—	—	—	—	—			
	7	*Lord Castlereagh*	812	Henry Bonham	W. Younghusband	R. Manderson	James Jilbert...	—	—	W. Lorimer....	Ellis Bostock...			
	4	*Princess Charlotte of Wales*	978	Milliken Craig	C. B. Gribble.....	—	—	—	—	—	S. Drysdale....	*Bengal.....*	25 Mar.	16 May.
	4	*Marquis of Wellington..*	961	Henry Bonham.	John Wood.....	—	—	—	—	—	W. Maltman...			

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